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Hansard

Official Report of Debates

Legislative Assembly of Ontario

Standing Committee on Estimates

Organization



Second Session, 34th Parliament

Wednesday 11 October 1989

Speaker: Honourable Hugh A. Edighoffer

Clerk of the House: Claude L. DesRosiers



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Contents of the proceedings reported in this issue of Hansard appears at the back, together with a list of the members of the committee and other members and witnesses taking part.

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LEGISLATIVE ASSEMBLY OF ONTARIO

STANDING COMMITTEE ON ESTIMATES

Wednesday 11 October 1989

The committee met at 1543 in room 151.

ORGANIZATION

Clerk of the Committee: Honourable members, it is my duty to call upon you to elect a chairman for this committee.

Mrs Cunningham: I would like to nominate George McCague as chairman.

Clerk of the Committee: Mr McCague has been nominated. Are there any further nominations? If there are no further nominations, I declare the nominations closed and Mr McCague elected chairman.

The Chair: Thank you everyone, and may all elections be as easy. Now we need a vice-chair; open for nominations.

Mr Harris: I nominate Mr Villeneuve.

The Chair: Mr Harris has nominated Mr Villeneuve. Any further nominations? Nominations closed? So moved. Mr Villeneuve, who is not here today, will then act as vice-chair of the standing committee on estimates.

Mr Matrundola: What if he refuses?

The Chair: In the unlikely event that he refuses, we will conduct this election at a later date. One of the things that most committees have found valuable is to have a subcommittee of the committee, which I understand normally is the chairman of the committee, plus one nominee from each of the three parties in the Legislature. I would therefore consider nominations for members of the subcommittee, or in turn, the appointment of one from each party, which we should have named at this point.

Mr Neumann: I would nominate Marietta Roberts.

The Chair: Without crossing party lines, would that be agreeable then to the Liberal members on the committee? Miss Roberts then is one.

Mrs Cunningham: I would nominate Noble Villeneuve.

The Chair: Is Noble Villeneuve agreeable to the members of the Progressive Conservative Party?

Mr Harris: I guess so.

The Chair: That is the third member, and—

Mr Charlton: I am not going to nominate myself. After consultation with my colleague Ed Philip, we have agreed that I will be the representative on the steering committee.

The Chair: Thank you and welcome and that is good choice.

Mr Neumann: Do you need a resolution?

The Chair: Mr Neumann, you might pass this to him and we will do it in a formal manner.

Mr Neumann moved that the chair, Marietta Roberts, Noble Villeneuve and Brian Charlton compose the business subcommittee and that the said business subcommittee meet from time to time at the call of the chair to consider and report to the committee on the business of the committee, that substitution be permitted on the business subcommittee and that the presence of all members at the business subcommittee is necessary to constitute a meeting.

Motion agreed to.

The Chair: Is that the formal part, Mr Clerk?

As you know, the rules have changed considerably and this is a new committee. There are rules for the operation of this committee that are different from those we have been accustomed to living by in the years past. There have been three ministries named whose estimates we should consider, the Ministry of the Environment, the Ministry of Municipal Affairs and the Ministry of Transportation.

Owing to the fact that everything is new—

Mr Charlton: My understanding was that in fact four selections were made.

Mr Neumann: Is that two for each party?

The Chair: You can choose one or two; we chose one for our whole 15 hours or so. The records seem to be sort of incomplete at the time, but there is reason to think that the New Democratic Party has chosen the Ministry of the Environment for 15 hours; the Progressive Conservative Party has chosen the Ministry of Municipal Affairs and the Ministry of Transportation to be dealt with within a total of 15 hours; and the government would like to consider Office for Disabled Persons estimates and Office for Senior Citizens' Affairs estimates.

Miss Roberts: That was my information as well, but I had not received full instructions on it;

but the three that were agreed to be dealt with were the NDP, Ministry of the Environment, Ministry of Municipal Affairs, and the Ministry of Transportation and I think those are the ones we can deal with.

The Chair: Committee members, I think the dilemma we have today is that, because of the unavailability in some cases of ministers, members and critics, it is a little up in the air as to which way we should proceed and plan.

Mr Charlton: I think I understand the dilemma because of a problem with the Conservative critic for the environment, not next week but the following week, and with the Minister of the Environment (Mr Bradley) next week. We have a problem in that the standing order has set out that we are supposed to deal with estimates in the order in which they were chosen. It is my understanding that there had been an agreement reached upstairs between the critics and whips, etc., that we would start next week with Municipal Affairs for two days and then go back to the Environment. That does not seem to address the question your colleagues have raised about the absence of your environment critic that second week.

I would move that we proceed with the estimates of the Ministry of Municipal Affairs for two days next week and that we ask the critics, the whips and whoever else has to get involved to get back to the chair and to the steering committee as quickly as possible with a resolution of where this committee goes the following week in terms of the requirements under the standing orders and our need to proceed with our business.

1550

Miss Roberts: If I may speak to that as well, I believe, as the member for Hamilton Mountain (Mr Charlton) has indicated, that we should proceed with the Municipal Affairs estimates for the two days next week. I have a concern about the critic not being here from the third party for the week after that, and I think that we should try to do that within the next day or two; to try to determine what we will be doing the week after and have the steering committee or the business committee—is that what it is called?—speak to it.

I am more concerned about the general philosophy of how we are going to run. This is the first time we have had this particular committee, and I think we should be thinking along the lines of being very sure that we set this up to be an effective, impartial committee to look at the estimates as they are put forward. I understand the concerns we have now, but I think

the steering committee should immediately come to some necessary agreement so we can instruct people what is going to happen between now and December as quickly as we possibly can and make sure that we have that in place. And so I would second your motion and I would hope that we can deal with that on that basis.

Mr Charlton: I think I agree with the comments that have just been made, both in terms of my motion, obviously, and in terms of what happens thereafter. I think, because this is the first round, we are having to play these games right up front with making arrangements for other than what are set out in the standing orders. I think it is incumbent on us as a committee in future to have our selections as early as is possible for the coming session, so that all of the ministers whose estimates will be dealt with during the spring session and during the fall session can be informed well in advance, and instructed that the standing orders require them to be available at the appropriate place on the list.

Because the choices of the selections of ministries were made so late this year, I think we are obviously going to have to deal with that and adjust the way in which we deal with them. But I think we need—it is incumbent on us after this round to ensure that the standing orders operate as they are set out, that this committee is in a position to plan its business appropriately.

The Chair: I wonder, Mr Charlton, if you—I know you have put forward a motion—but I wonder if your motion could be along the lines of starting the municipal affairs estimates or seeking approval to start municipal affairs estimates at 3:30 next week, the 17th of October, and that at the beginning of that meeting the subcommittee put forward or suggest a timetable for the balance of this session and that—

Mr Charlton: I will accept that approach, yes.

Miss Roberts: I think the other thing that we should consider is, if we are going to meet at 3:30, as I think we should be, at the latest we would be here at 3:30. Because we have a set number of hours, if we can get two and a half hours in, and not just two hours, each day, I would encourage it. You know, I think 3:30 should be the time and it should be set at that time. If routine proceedings go beyond that, then it should be after routine proceedings, but I think it should be 3:30 so we are not just sort of journeying in whenever we can have a time. Also, because we are having ministry people in here every day, they should know that it is 3:30, not 4 o'clock and I think it will make it a bit more

precise. That is right, so they are not wasting their time and energy.

Mr Neumann: I would support all the suggestions that have been made. My experience in dealing with estimates in the past—I know that this is a new approach we are taking, but there are occasions when we will lose some time because of other matters in the House. Critics have to be in the House at a time when we are dealing with estimates here for whatever reason, and I am wondering whether the subcommittee should address that issue, whether they are going to just lose that time. I guess it highlights what Miss Roberts said about trying to get at least two and a half hours in each afternoon, because we could be losing half days here and there of our time, whether we would go to another ministry, if we know it is going to be—to plan ahead, the subcommittee would address those points as well.

The Chair: If Mr Charlton's motion is acceptable, we will try to anticipate all the hurdles we might have to hop and report to the full committee next Tuesday, prior to the commencement of estimates consideration. Is Mr Charlton's motion carried? It is unanimous.

Motion agreed to.

Miss Roberts: Do we have to put in there that it is in spite of Standing Order 57(c), that we will do this, such and such? Is that what the motion has to read?

Assistant Clerk: In fact, it has to be done by unanimous consent, and simply it is that by unanimous consent, the committee will change the order of consideration of estimates, and do the Ministry of Municipal Affairs estimates first.

Miss Roberts: And that is at 3:30 pm on Tuesday next?

The Chair: Yes. I would presume then, committee, that any other matters that should be considered between now and next week could be done by the subcommittee and a full report given at that time.

Mr Neumann: May I raise another point? The limited experience I had with several ministers when we were dealing with estimates and social development—the committee kind of had a consensus to encourage ministers to keep their initial presentations relatively brief, to allow more time for questions. Is that covered off in the rules?

The Chair: Let's cover that now.

Mr Neumann: Cover that now? It is 30 minutes, is it? Okay.

Miss Roberts: It is fairly definite.

Mr Neumann: You can make the estimate process pretty deadly if you go on for ever with a ministry presentation of about two hours.

Assistant Clerk: Time limits are indicated in Standing Order 62(a).

Mr Charlton: They speak for half an hour each and then have time for the minister to respond.

Mr Neumann: —to respond, and then you go to questions. That leaves lots of time for questions—great.

Mr Charlton: One of the things that would be useful for you people to think about doing—we did it this morning in a caucus meeting, where Smirle Forsyth came and made a presentation on the rule changes and then we just went through it section by section and had a discussion about what is possible, what is not possible under that new rule kind of thing. It is really helpful.

Miss Roberts: If I might, Mr Chairman, just briefly, my concern is that this should be a very effective committee and I think by working together, we can make this procedure something that it has not been nor has it been perceived to be in the past, and I am looking forward to doing that. I think that is the important part that we are going to be dealing with.

The Chair: I think, Miss Roberts, that everybody on the committee is of that same opinion and is looking forward to making it a more meaningful exercise and not one which necessarily serves only political purposes. So we will proceed in that manner.

Now, there are some motions, I am sure, that will be necessary. I guess I will have to ask the clerk if there are any motions which we need today or which you might suggest we do today that cannot be held until our next meeting of Tuesday next.

Clerk of the Committee: Well, it is our understanding that the motion from yesterday was to require the ministries to be selected in one round and that is the one item I would be concerned about. At this point, it is my understanding that we are looking at starting Municipal Affairs next Tuesday at 3:30 pm, but you have not addressed the resolution of yesterday, which requires these ministries to respect the hours—

The Chair: The resolution is that notwithstanding standing order 57, the standing committee on estimates shall consider in the fall meeting period the estimates of not more than six

ministries and offices, to be selected in one round by the members of the committee.

The selection of the New Democrats was the Ministry of the Environment. The selection of the Progressive Conservatives was a combination of the Ministry of Municipal Affairs and the Ministry of Transportation. I would then have to ask: What is the selection of the government?

Miss Roberts: The information I have is the same as the information that was given before: the Office for Disabled Persons and the Office for Senior Citizens' Affairs. Is that not correct? But I would have to check—

Mr Neumann: Would there be agreement to allow us to vote?

Mr Charlton: My understanding is that the unanimous consent that the committee granted in the motion we passed covers the whole package of things that we have to consider in that respect. What I understood the motion as you suggested we amend it to say was that the committee would commence its hearings of the estimates of the Ministry of Municipal Affairs at 3:30 p.m. next Tuesday and that at that time the steering committee would report on the business for the remainder of the fall session. So my understand-

ing is, that motion covers the question which we are dealing with here and now by unanimous consent of the committee.

The Chair: That would certainly make it a little easier.

Mr Charlton: The question you have raised of the Liberals will be part of that report to the committee next Tuesday, setting out the whole of the committee's business for this fall.

The Chair: I think that the office of the Clerk will accept that and we can record everything at that time.

Any further business?

Mr D. R. Cooke: I just want to say, Mr Chairman, that you are a fine gentleman.

The Chair: Thank you, Mr Cooke. I was quite happy to say the same thing of you, having sat with you for the past couple of years.

Mr D. R. Cooke: That is what I am fishing for.

The Chair: We will adjourn now, to meet Tuesday next at 3:30 p.m.

The committee adjourned at 1604.

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STANDING COMMITTEE ON ESTIMATES

Chair: McCague, George R. (Simcoe West PC)

Vice-Chair: Villeneuve, Noble (Stormont, Dundas and Glengarry PC)

Charlton, Brian A. (Hamilton Mountain NDP)

Cleary, John C. (Cornwall L)

Cooke, David R. (Kitchener L)

Eves, Ernie L. (Parry Sound PC)

Matrundola, Gino (Willowdale L)

Miclash, Frank (Kenora L)

Neumann, David E. (Brantford L)

Philip, Ed (Etobicoke-Rexdale NDP)

Roberts, Marietta L. D. (Elgin L)

Substitutions:

Cunningham, Dianne E. (London North PC) for Mr Villeneuve

Harris, Michael D. (Nipissing PC) for Mr Eves

Clerk: Brown, Harold

Assistant Clerk: Deller, Deborah

Staff:

Campbell, Elaine, Research Officer, Legislative Research Service



No. D-2

Hansard

Official Report of Debates

Legislative Assembly of Ontario

Standing Committee on Estimates

Organization

Estimates, Ministry of Municipal Affairs



Second Session, 34th Parliament

Tuesday 17 October 1989

Speaker: Honourable Hugh A. Edighoffer

Clerk of the House: Claude L. DesRosiers

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LEGISLATIVE ASSEMBLY OF ONTARIO

STANDING COMMITTEE ON ESTIMATES

Tuesday 17 October 1989

The committee met at 1528 in committee room 2.

ORGANIZATION

The Chair: I call the meeting to order. There is a matter that we must address before we proceed to hear from the Minister of Municipal Affairs. I think this list has been passed out.

The first point is, "As was unanimously agreed to by the full committee, consideration of the estimates of the Ministry of Municipal Affairs will commence on Tuesday 17 October 1989 and the subcommittee recommends that the consideration of these estimates continue for five hours, to be completed on Wednesday 18 October," which is in the not-too-distant future. Is that agreed to?

Agreed to.

The Chair: "2. The subcommittee recommends that the committee commence consideration of the estimates of the Ministry of Transportation on Tuesday 24 October 1989 and that consideration of these estimates continue for five hours, to be completed on Wednesday 25 October 1989. The subcommittee makes this recommendation with the understanding that the minister may not be able to attend each meeting of these estimates, and recommends that the committee agree to allow the parliamentary assistant and the deputy minister to attend in his place." Agreed?

Agreed to.

The Chair: "3. The subcommittee recommends that the committee commence consideration of the estimates of the Ministry of the Environment on Tuesday 31 October 1989 for a total of 15 hours." Agreed?

Agreed to.

The Chair: "4. The subcommittee recommends that legislative research service should be available to the committee when required but that it is not necessary for a researcher to attend all meetings of the committee." Agreed?

Agreed to.

The Chair: "5. The subcommittee recommends that the full committee give some consideration to meeting after all the estimates

have been reported for the purpose of reviewing the estimates committee process." Agreed?

Agreed to.

Mr D. R. Cooke: On a point of order, Mr Chairman: I wonder if the committee would consider wishing Mr Elliot a happy birthday.

Mr Breaugh: No, absolutely not.

Mr D. R. Cooke: Happy birthday.

The Chair: Yes, we will consider it. It does not seem to be unanimous.

Committee, we are meeting today to consider the estimates of the Ministry of Municipal Affairs.

Miss Roberts: Before you get into that, I have a motion to move the budget for this committee and I would like to ask whether I might do that.

The Chair: You sure may.

Miss Roberts moved that the budget in the amount of \$5,500 be approved and the chair be authorized to present the budget to the Board of Internal Economy.

Miss Roberts: That was discussed in the subcommittee yesterday as well.

The Chair: That is to be taken out of the first set of estimates. Agreed?

Miss Roberts: Yes.

Hon Mr Sweeney: Do I dare disagree?

The Chair: Is the budget agreed to?

Motion agreed to.

The Chair: Now, the estimates of the Ministry of Municipal Affairs for five hours, starting with the first vote, which is main office 2501-1. As is customary, we will hear from the minister with an opening statement for as long as he may go according to the rules.

ESTIMATES,

MINISTRY OF MUNICIPAL AFFAIRS

Hon Mr Sweeney: These are going to be interesting estimates, I perceive. We are all starting out in the same boat. I was asking one of the members of the committee, "How does this new system work?" and he said: "I don't know. This is the first time we've tried it." So I guess we are all starting off together. Let me say thank you for the opportunity to be the first one on the mark.

Let me make two observations right at the very beginning, if I may. I will say that I do intend to be short. I realize that the number of hours has been reduced, and I do not want to use up any more of them than is appropriate.

First, I want to make a clear indication that I hold equal value with my two ministries, or three, if you include the greater Toronto area, with respect to Housing and Municipal Affairs. I feel I should say that, because most of the comments I have made that have tended to be quoted recently have been in the area of housing, but I want to be very, very clear that I believe the things we are trying to do in our ministry with respect to municipal affairs and the government and through the support of the Legislature as a whole are very, very important. I believe that the relationships among the municipalities of this province, the government and the Legislature must be maintained and improved, that the planning processes of the municipalities and the provincial government have to be improved and that the funding relationships between the province and the municipalities must be improved.

Quite frankly, until those kinds of things are done, done well and perceived as being done well by the municipalities of this province, many of the other things that this government does, many of the other ministries of this government that must relate to municipalities, will not be as effective as they ought to be. So I want to be very, very clear that while I may have been talking more about housing recently than municipal affairs, I fully appreciate the importance of that foundation, that base and that relationship.

The second thing I want to share with the committee, which might cause just a little bit of confusion, and I would like to clear it up right at the very beginning, is that when the estimates book was printed, the structure of the ministry was different from what it is today. As a matter of fact, its structure was changed effective 1 June of this year. It is not dramatic, but let me just take a minute to explain what it was.

Previously, there were two main streams in the Ministry of Municipal Affairs, one for planning and one for our more or less municipal relationships, particularly with financing. The sense in the ministry was that there was not enough co-ordination and liaison between those two. They each were tending to go somewhat their separate ways. The other problem identified in the ministry was that there was not a strong policy branch within the ministry, and it was felt

that this ministry, like most other ministries of government, ought to have one.

Therefore, the restructuring that took place effective 1 June 1989, which is not reflected in the estimates—that is why I want to clear it up, because some of my responses may reflect it—is that we now have, again, two divisions. One is the policy division; the other is the operations division. The operations division includes most of the things that we used to do in planning and municipal relations. We have co-ordinated the offices at the local level of the ministry instead of having two offices, and we now have a very strong policy branch that runs all the way through.

We have still have two major divisions, but it is now policy and operations as opposed to planning and municipal relations. That may not make an awful lot of difference as we go along, but in case the words come up and anyone is a little bit confused, that is what has happened.

Let me go on. It will help, I believe, right at the beginning, that I point out the guiding philosophy for any approach to the portfolio of the Ministry of Municipal Affairs. A political commentator of the 19th century said that municipal institutions constitute the strength of free nations. I subscribe to that view. I consider that municipal governments are the backbone of our democratic institutions. That is where our democracy begins.

I believe that my ministry's first priority must always be this one thing: To strengthen local government institutions in every way so that they are always able to respond to the needs of the communities they represent and so that they are responsive to changing realities, changing needs and changing capacities of our society to meet them.

I also attach particular significance to the fact that I have the responsibility for two closely connected portfolios, Municipal Affairs and Housing. The significance is that the function of both ministries is ultimately one and the same: It is about providing the environment for the harmonious growth, development and progress of our communities. Whether it is land use planning for housing, as the Housing mandate would see it, or community planning, as the Municipal Affairs mandate would see it, it is all about orderly and harmonious development.

I would like to devote these few minutes you have allowed me to outlining some of the things that my ministry has been doing in the past, some in which it is now engaged and some that we have yet to address. As I have already referred to the

internal structural changes in the ministry, I will touch on that first. The rationale for these changes was to refocus the ministry's approaches and programs on the needs of communities as they are today and, as far as we can see, are most likely to be in the future.

What the restructuring has done may be briefly summarized as follows. In place of the former division of the ministry's functions under two broad wings, planning and municipal affairs, we now have a more rational and co-ordinated approach between policy development and program delivery. The key element in this new structure is that the ministry's services are brought closer to its constituency, the hundreds of municipalities across the province, with a special emphasis on the role of the field office and field staff.

I might say as an aside that that is something I feel very comfortable about, given my former Ministry of Community and Social Services and the degree to which we relied upon our field offices and field staff.

Field staff are not only there to be accessible to local governments, to render advice and guidance as necessary; they are also there to bring the concerns of local governments to the ministry's attention, expeditiously and with sensitivity to local needs. They are, in other words, our eyes and ears out in the community. They pass down to the community our senses and they pass back up to us the community's senses.

Another important aspect of the restructuring involves an area of long-standing municipal concern, the perception, as members may know, that there has not been adequate provincial consultation with local governments.

The newly created intergovernmental co-ordination and consultation branch fills that bill. It places a new focus on the consultation process. My ministry will act as the main link between local governments and the province.

Another recent initiative is the provincial policy statement on land use planning for housing, issued jointly by the ministries of Municipal Affairs and Housing. That too has its origins in our perception of the province's role as one of creating the environment for the harmonious progress of our society, progress which benefits everyone.

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I will admit readily that there is some resistance to the objectives of the policy statement in some areas. I am also glad, on the other hand, that there is rather wide support for it in a large number of communities. I am quite certain

that ours is a society that does care, even if it means that sometimes a little more definition is necessary to help people understand the rationale for some of our policy initiatives. That is how, indeed, a democracy is supposed to work, and that is what, in my view, the policy statement seeks to achieve.

Of course, we must recognize that provincial responsibility does not end with the passing of legislation or the adoption of policy statements. The political and administrative machinery of the province must also play its part in working for these policy goals. The policy statement asks our municipalities to make the building of affordable housing possible through their planning and zoning decisions. But municipal adaptation to the new realities of housing cannot take us far unless other impediments are also removed.

That is the basis for our other initiatives, such as the recent efforts, in co-operation with the municipal sector and the building and development industries, to streamline the developmental approval process, sometimes known as Project X. That is the origin too of the internal study document called Reforming Our Land Use and Development System. It is important to remember that this document is not—please let me underline that—the policy of the government. It is a set of suggestions by officials who were asked to look for ways of making our land use planning systems less complex, less wasteful, less obstructive and more effective.

I want to take this opportunity to emphasize one thing: I believe, and the government believes, that the burden of political leadership is not to find shortcuts to anything. We do believe in due process and we do believe in orderly development, as I have already said. In fact, my choice of the phrase "harmonious development" earlier in my remarks was not accidental. That, I believe, is the most important responsibility of political leadership. We must seek harmony between the interests of the various parts of our society, various income levels, various localities, various perceptions. But we must also achieve harmony between various objectives of our society.

Conservation and protection of what must be conserved is a major objective, and the development of resources that can be developed is also an important objective. Progress is development. I certainly see it as a vital task of leadership to harmonize progress with conservation. And if we take the other aspects of the Municipal Affairs mandate, such as municipal practices, municipal finance or municipal structures, these too are

about promoting harmony, the positive environment for communities to grow and to prosper.

As society evolves and grows, community needs and expectations also evolve and change. It is obvious that our political structures must keep in step with these changes if they are to remain relevant. Nowhere is this more in evidence than in the case of our municipal governments. The evolution of Metropolitan Toronto since 1953 is one example of that adaptation to changing needs and changing capacities of society. So, too, I believe, was the creation of regional governments in the southern parts of this province.

The structure of government in our 26 counties, however, has remained unchanged since 1849—that is 140 years ago—when the Baldwin Act made them units of local government. There was a very clear perception, particularly among the counties themselves, that there is much more that they have to do in today's economic and social climate than what has been asked of them in the past and much more that they could do to deal with today's challenges and those that lie ahead.

Members of the committee are aware of the work of the advisory committee on county government, which submitted its report to my predecessor early in 1988, and of the consultation committee he created last year to take the process the next step forward.

To my mind, the key element in the consultation committee's report is the recognition that each county is a unique entity, that each is unique in its needs as well as its potential; and the recommendation flowing from that recognition: That each must be given the opportunity to conduct its own study and design the structure most appropriate to its needs.

Of our 26 counties, 10 have already responded to this recommendation. Three of them have individual studies already under way, two more are due to begin early next year and five others have sought our support with their studies. We have also received and are analysing more than 250 submissions from the municipal sector, and one encouraging feature of this process is that the Association of Municipalities of Ontario is supportive of this initiative.

In the context of upper-tier structures, members are also aware that there are three reviews of regional government in various stages of progress. The Ottawa-Carleton review is now complete and the report has been released for public comment. The report on the review of the Niagara region has been completed and will be

released very soon. The final report on the review of the Haldimand-Norfolk region is due, I hope, before the end of this month. All three, it is relevant to note, were commissioned in response to local initiative. This is important, because a local interest in adaptation is the strongest guarantee of its future success.

We have also received several other requests for review and I believe that the three studies I have already referred to would give us a better sense of the right approaches to these others. Many of the issues involved are common to most regions and we might benefit from the experience of these three already identified for identifying common elements and the best responses to them.

I would also like to refer briefly to another related area, the patterns of community growth and development. Economic growth and settlement patterns never respect municipal boundaries. This is one of the factors that led to the need for a new look at the structure of counties. It is also a factor in the evolution of many of our municipalities where growth has spilled over old boundaries and new adjustments have become necessary.

The city of Sarnia is a classic example. Its rapidly increasing need for room to grow has been an issue with neighbouring towns and the county of Lambton for over 30 years. After many failed attempts at adjustment and adaptation, the city, the town of Clearwater and the county of Lambton have been able to work out a solution acceptable to them. To me, this is a clear example of achieving harmony through mutual understanding. Naturally, my ministry has encouraged the process and I am certainly happy with the outcome. We did not encourage the 30 years.

Problems of a somewhat similar nature exist in other areas too. Members should be aware of the situation in south Simcoe—and I believe our chairman has a passing interest in that—or Sault north, for instance.

The problem is the same everywhere: development spilling over the traditional boundaries, though circumstances are not the same everywhere. My ministry's approach to them, however, is the same: to rely on and to encourage as far as possible local solutions.

These are some of the decisions we have taken in terms of structural adaptation, but there are, let me hasten to acknowledge, other elements to responsive local government. The fiscal ability of municipalities to respond to changing needs is a crucial element.

As the committee knows, this has not been an easy area for any of us. One concern that has had the most direct impact on provincial-municipal relations is the perception among our municipal governments that the province is not helping them enough with their financial needs. While practically all our ministries have one financial relationship or another with local government, it is the Ministry of Municipal Affairs that the municipalities see as the main link between them and the province. I accept that perception, as my ministry has the specific mandate, as I said, of creating the right environment for municipal government to play its part effectively.

We all recognize that the flat-lining of unconditional grants, as well as limits on conditional grant allocations, have had serious repercussions on the finances of many of our municipalities; but that pause for a new look at the way municipal operations are financed was also, I honestly believe, unavoidable. A responsible government does have the obligation to the taxpayer to ensure that revenue is employed or deployed to the best advantage.

What does matter is whether the province simply leaves the municipalities to their own devices or works with them in finding alternatives to traditional sources of municipal finance. This latter approach, that of working with the municipalities, is what I intend to follow. A beginning has already been made with an Advisory Committee on Finance Matters, which includes municipal representation as well as outside authorities.

1550

With particular reference to conditional grants, the cabinet has approved some basic principles developed by an interministerial committee to guide our review of these grants. One of the principles I believe this committee will approve of is that there should be some fiscal stability in the grant system.

I would be the last to presume that the adaptation of structures and finances is all there is to effective and responsible local government. If there is one area where the conduct of public affairs has a direct bearing on the quality of our democracy, that area is the image that people have of their governments. In this case, it is the way people see their local governments. It is a matter of pride for all of us that, generally speaking, local government in Ontario has a positive image, but it is also true that some issues with implications for local governments have been very much in the public eye in recent months. They have to be addressed.

There are legislative enactments to govern conflict of interest in municipal government, yet there are two basic shortcomings: First, there are no mechanisms to ensure that these provisions are in fact observed; and second, the existing legislation places the onus on ordinary citizens to take legal action when they are not satisfied that due process has been followed.

As I said before, public perception is important, and it is necessary that we make sure not only that justice is done but that it is also seen to be done. My ministry is examining possible options in this area.

I am conscious that this is your time you have lent me for this brief overview of the way my ministry approaches its mandate. This is not an exhaustive accounting but a sampling of some of the things we have done, some of the things we are currently doing and some that we have yet to do.

I believe that the touchstone for the success of any policy for local government is, as I said, whether it promotes the harmonious growth and progress of our communities. The final test of that harmony is whether every citizen feels that he or she does have a stake. Our progress must be inclusive. It must include everyone. It is said that an army can advance only as fast as its slowest soldier, so the real test of progress is how far the weakest among us have advanced.

I have every reason to believe in optimism. I do see that spirit of community and that sense of communal destiny. From my recent contacts with the municipal sector and with community groups, I am convinced that there is commitment to working together.

I am now in your tender hands.

The Chair: We have heard from the minister with an opening statement for 20 minutes. We now go to the critics from the other two parties. Although they are allowed 30 minutes, we would very much appreciate if they could finish in 20.

Mr Breaugh: I want to put on the record first some concerns I have about this process. I know it is new and I know we are stumbling along, but we have encountered some difficulty. Let me offer some things for your consideration that I know we cannot do now but which would have lent themselves well to this kind of a process.

There is a thing called the greater Toronto area which really needs a legislative committee to kind of look at it. What is this animal? Where did it come from? Whom is it responsible to? What are they doing? Is there in any way an accountability factor in there?

I would have hoped that this set of estimates would be an occasion when we could call people like Gardner Church before the committee to explain what he is doing from his point of view and ask the various people who chair the regions in and around Metropolitan Toronto to come before us and use this as a forum to put forward some of the difficulties they are encountering and some of the things they think might happen.

Then perhaps this all-party committee could make some recommendations in the way of a report to the government on what we heard and what recommendations people brought to us so that the government then could have a neutral sounding board to test ideas like this. I think that would have been a useful idea.

I know the minister made an announcement this morning in conjunction with the Premier about the Toronto waterfront, but again, we seem to be missing vehicles to handle these things. Many of us have had a chance to hear David Crombie and the work he is trying to do on the Toronto waterfront. Many, like me, are very supportive of that notion, but we do not underestimate the nature of the problem when somebody is sent from the federal government to take a look at something like the Toronto waterfront. Sure we are all in favour of preserving the waterfront.

His first report back says something like, "The first thing I met was that no one knew how many agencies had their fingers in that pie." The last time I heard him speak, he was identifying something like 74 different agencies which had, in some measure, control of the Toronto waterfront.

It seems to me that this committee, if it is going to look at estimates for the Ministry of Municipal Affairs, ought to look at things like that, ought to invite David Crombie to come in, ought to invite people who have some measure of responsibility—and there are a multitude of them—to come before a legislative committee and provide us with their perspective on it.

Again, maybe we could do a little bit in the way of reporting to the Legislature that would offer the government, any government, an opportunity to say, "At least a three-party committee had a chance to listen to what people identified as the problems, had a chance to hear what they had to say in the way of recommendations and how to sort some of this out."

I think it is true to say that no one ever designed this system of government to function in this way. I am sure nobody ever set out to have 74 different agencies looking after the waterfront,

none of them with an ability to really do anything and all of them seemingly having an ability to stop everybody else from doing anything.

I would like to get us to the point where at some point in time an announcement like the one that was made this morning was the end result of a clearly public process and where, in the end, the minister and the Premier went to some wonderful place and had dinner or lunch or whatever you do on these occasions and announced, "We said this committee was right" or "It was wrong and here is why," but the public could see the sequence that was involved in that and had an opportunity to play a role in that.

Those are a couple of the things that I would have liked this committee to do. I recognize that in two afternoons we are not going to do that, but maybe we could learn from this and the next time around remember some of this, plan ahead, pick our priorities for reviewing the estimates, invite people and give them lots of notice and see if we could not get something out of this process that was a little more productive than what we are going to go through. I do not deny for a moment that there is a use in all of us coming in here and doing our little statements and arguing a little bit back and forth for a couple of hours. It is a good exchange of ideas.

I want to talk a little bit about planning in Ontario, because it seems to me it is in a bit of a problem here. I have listened to a number of municipalities that were at the AMO convention where the grand announcement was made about affordable housing, for example; that everybody has to provide 25 per cent affordable housing in their planning process. Most of them thought that was a nice idea but kind of impractical and were not quite sure how to take it.

To tell you the truth, in my discussions with them I was unable to offer them much guidance either. I do not know whether that is a policy of the government of Ontario. I am not sure that it is in law. I am not sure that it is something they have to conform to. I am not sure when they have to conform to it or how they have to conform to it.

Unfortunately, most of them are telling me they think that if anybody were really serious about this, they would have followed up on all of this. I tried to explain the legislative process whereby changes were made to the Planning Act and to regulations and things like that, and they gave me not a bad argument that it is not their job to come down here and sit around and watch what we do. There is an information flow and a process of informing them of changes in their responsibility and how they might go about it,

but it does not include sitting in the galleries here and monitoring everything that happens. It seems to me they have not a bad argument about the confusion that surrounds what are not just the intentions of the government of Ontario, but their obligations as a community involved in planning matters.

I listened to the minister, wearing a different hat, at an AMO convention this summer. He gave a very fine speech about his intentions for affordable housing, all of which I laud, and in the middle of that speech and some scrums afterwards he inferred that he had somehow seized control of provincial lands and they were now in his hot little hand. I went over the records, such as they were, of his speech and the statements he made outside afterwards, and it eluded me just exactly how the control had moved from everybody else's hands into his hands, so I will be interested in hearing how that happened, because I did not see any laws being changed. I have not heard any statements being made since then and I do not know whether the deeds have been transferred or not, but I suspect they have not been.

1600

I know it is kind of fun to go to AMO and announce, "I think the Premier understood what I said when we talked and I now control the lands that are owned by the province," but most of us know they kind of start that way but it does not happen that way. Somehow titles have to be changed, responsibilities have to be changed, and we would like to know: Do you or do you not? If you do, there are certainly lots of people who would like to talk to you about that.

It is funny. When I first began my career here, there was a thing called the Provincial-Municipal Liaison Committee. I recall that when I came in here as a young member a long time ago, just after the turn of the century, the hooah was that the government of Ontario had ended this liaison committee between the municipalities and the province. I am pleased to see that as I am about to exit the door they reincarnated this beast, because I think that is a useful kind of animal.

One of the problems between municipalities and the province has always been that they do not quite understand the relationship, and there is a good reason for that: There is not any relationship. It is not written down. They do not report.

We all go down to the association of municipalities meetings, in various shapes and structures in different places, and try to figure out what is going on. There was a time when municipalities were afraid to talk to anybody

other than a government member here. I think we have conquered that one. They now seem to have learned that it is useful to talk to everybody; to put your position and information out to everybody and to let them draw their own conclusions.

I know there is still a steady stream of very important people from municipalities visiting the different ministries. I see them wandering about the halls, usually with a parliamentary assistant in tow, on their way to a meeting with the minister and lunch in a fine restaurant. Then they will go back home and they have done their job. But I would hope that the process is a better one than that.

I want to talk a little bit about a couple of things that disturb me. For some time the province has owned a large portion of Ontario known these days as Seaton. Do not ask me why, but that is what it is currently called. That is about the third name that I know of. I think it was called the North Pickering Development Corp before that. I recall sitting on a regional council where we went through very seriously and thoroughly all the plans that the province had for this new development. Well, it is still empty fields. It is farmed-overfarmed, I am told by some.

I read in the newspapers now where the private sector has already divided up Seaton and is going to make proposals to the government of Ontario on how to bring this on stream. Where the hell did this come from? Is this for real? Will this finally happen? Will there ever be people living in a place called Seaton?

In the last decade, they have managed to kind of submerge the entire project rather nicely, but my concern is shared by everybody who lives around me: How are you going to develop a municipality called Seaton within another municipality called Pickering, and if you put 70,000 or 90,000 people up there, how in the world are they ever going to get anywhere? Those of us who park regularly on Highway 401 just outside of Ajax in the morning these days know that there is no more parking capacity on the 401 during the rush hour periods. You will have to have them out into the fields, and they cannot get in the fields because they are building luxury housing all along the 401.

When will this happen? How will it happen? Who the hell told these guys that this was their property to develop in that way? I think we need to have some answers on that.

I want to make some comments about the process, because I am concerned that whatever we might be doing in the way of liaison with municipalities, we are not doing it very well.

For example, like most members here, when we have a little break in committee work in the summer, I am invited and go to little meetings with my school boards and my municipality. Let me tell you that they are a little hot about some things. They do not seem to understand how it is that you put a commercial concentration tax on parking lots in downtown Oshawa. We tried to go through the hoops about how come some of the city of Oshawa's parking lots are going to be hit with this tax and others are not and why the hospital in Oshawa should be paying additional taxation on a tax that was announced to be something that would affect downtown Toronto.

I tried to explain, as best I could in my own stumbling manner, how things like this occur. I did not think that the Treasurer (Mr R. F. Nixon) or this minister or any other minister really was attempting to tax the Oshawa General Hospital for its parking lot any more but it appears they were, and then they explained to me that they were. This I truly did not understand. If you only kept the public out of the publicly operated parking lots, it would be okay and it would not be taxed, but God forbid you should let the public park in a public parking lot; then it would be taxed. I have to say I am confused. But at the end of it all, it seemed to me it was yet another example of one level of government doing something with these things in mind, but the problem is that it does not do that. It has the exact opposite effect when it is filtered through at the municipal level.

The same thing is true of the health services tax, which I thought was a nifty idea to do away with OHIP premiums. I find out from my two school boards and my municipality that this is going to cost them a bundle of money, because they have to pay the OHIP premiums for the January-to-March period in advance but in January OHIP is abolished. They were trying to figure out some process whereby they would not have to pay tax for a service that no longer exists. It is difficult to explain to them why they should fork over a couple of hundred thousand dollars for this and then start paying a new per capita health service tax beginning in January. They are a little adamant about the notion that maybe people at Queen's Park are not quite as brilliant as they think they are. I think they have got a point.

The same is true of other announcements that have been made recently, for example, about Via Rail. I read in the newspaper that the federal government seems to think that the province of Ontario is going to pick up all the Via Rail lines

and that they will immediately become GO trains. I do not think I have ever seen governments work quite that fast or jump in quite so quickly. Then I read in the paper that maybe that will not happen. The problem is, of course, that people are going to be standing around train stations in places like Myrtle waiting for a train which never will appear.

Let me conclude with one other little example of this co-ordination problem that disturbs me, and this is what sometimes causes my anger about governments. In the region of Durham for about 11 years now they have run a little service called adult protective services which essentially is a program which that services now somewhere between 100 and 200 people, I think, who are living on their own in the community with a little bit of help. Somebody goes to see them and somebody fills out some forms for them. A lot of these people are single parents and some have a little handicap.

It is a program that is not new; it has been running for about a decade and doing quite nicely. It means freedom for not a lot of people, but for some people who, I am sure this minister would know and understand, need a little help. They do not need gobs of money or a tremendous amount of subsidization. They do not want a Wintario grant and they do not want to be forgiven all of their taxes for the rest of their lives. They need somebody to come to see them once in a while and help them a little bit.

The whole program is going to go by the board, as it appears, over a matter of some \$46,000. I have seen people spill this kind of change around here in an evening. It is not a lot of money. The provincial Ministry of Community and Social Services and the region of Durham say it is a good program and have said that for quite a while now. Everybody in the community says: "This thing works. It doesn't cost a lot of money. It does some good. It saves us, in fact, some tax money in the long run."

Now there is a shortfall between the funding provided by the province and what has been allotted by the region of Durham. I do not mind that there is a shortfall or that there is an argument between two levels of government about who will fund this program. What I mind is that I have got 100 or so people who will suffer, not because governments conscientiously set out to do something, but simply because they could not get their act together. Those of us who sat on municipal councils know that, time and again when you go through your budgetary process, this happens a lot: to save \$10,000 out of a

municipal budget you have to give up \$90,000 in grants. But that is not the tragedy; the tragedy is that people need that program, they need that amount of help.

1610

I am going to end what I have to say with a little pitch for the minister to do more and faster than what he said he would like to do, to bring that co-ordination together more than he has and take it another step, because around the corner is a federal government that is talking about a shift in taxation of its own, a goods and services tax. It is going to have a dramatic impact on our municipalities, and they depend on you for direct grants and transfer payments. Whenever one level of government lurches into some new program, somebody else has to pick up the slack and suffer the consequences, and that is part of the difficulty that I would like to see us address in this country.

The federal government seems to think it can do whatever it wants, it does not have to talk to anybody. Then the provincial governments and the municipal governments suffer the consequences and try to adjust. In many respects, the province is not much better than that; a little more sympathetic, I think, because it has to listen to the municipal politicians more. I do not recall a time when Hazel McCallion came anywhere near this building that anybody was stupid enough to say, "We don't have time to listen to you, Hazel," and I saw a federal minister do that. This guy is not long for this world. Hazel gets this guy in a backyard and he is in big trouble. At least people here know we had better listen to what Hazel has to say. She might be a little loud, but she usually has a point and she should be heard.

But in many respects, the basic problem is that one level of government cannot lurch off in a direction by itself any more and expect everybody else to toddle down that road at their own convenience. They have to work together. If the goods and services tax changes the costs to the municipalities, your ministry and the provincial Treasurer are going to have to up the ante substantially. The problem, of course, is that it will not do anybody any good except the federal government, so you might just as well mail it the cheque up front; never mind filtering it through the municipalities.

I think the biggest challenge of the 1990s will be the relationship between different levels of government and their ability to communicate effectively and to acknowledge that no one level can operate in isolation. They are dependent upon one another, they are partners in the process

of governing. That has to be reflected in our structures and I hope that comes about..

The Chair: The next speaker is Mr Cousens.

Mr Breaugh: How long was I?

The Chair: You were 21 minutes.

Mr Breaugh: I apologize for that.

The Chair: No problem. If Mr Cousens does not take off on any pastoral bent, we—

Mr Breaugh: He would not know a bent pasture from a straight one.

The Chair: We will likely look forward to the conclusion of his remarks 20 minutes from now. Thanks, Mr Cousens.

Mr Cousens: I usually thank the honourable chair, and I will, in the tradition of the committee. I will leave Mr McCague to another day.

I want to publicly congratulate John Sweeney for his assignment to the ministry in which he is now minister and to publicly wish him great success in what he is going to do. I know that he brings a tremendous amount of concern and compassion to the job. I wish him well.

I hope that before the afternoon is out the minister will have an opportunity to introduce various members of his staff who are with him today so that we have some knowledge of who's who in the new organization. A lot of changes have taken place in the last period of time, and I think it is important to continue to try to put the faces on the different boxes that appear.

I also appreciate the fact that the work of the ministry is done by the people there who not only serve the minister but the ministry itself. From our caucus, I want to congratulate the great majority of those people who have a very important job to do, not only in the Ministry of Housing portfolio, but on the Municipal Affairs side of things. There is a huge responsibility there, and I think the public at large fails to realize the value of the civil service in the province of Ontario. We are talking about a conscientious group of people who really are very, very committed to serving the people at large. Sometimes you get caught up in disagreements with the minister and his policy development, and as I begin to take issue with some of the points that are going on with the minister, I would like to at least begin with a sense of appreciation for the people who are doing the job.

I am concerned with the estimates process, by virtue of the fact that the book we have received does not begin to reflect the changes that have taken place in the ministry, some of the changes

that were made back—there was a new structure on 29 May, and what we are seeing here is based on the ministry structure in place as of 1 April 1989. We are also seeing another announcement that was made since 29 May. On 13 July, we received a letter from the then Minister of Municipal Affairs, the member for Victoria-Haliburton (Mr Eakins), outlining further changes within the ministry since then, and now you are talking about a ministry that also includes a number of other responsibilities. I would assume there is—

Mr D. R. Cooke: You were not here when the minister started.

Mr Cousens: I read what he had to say. Did he make comments outside of his—because it is important.

The Chair: Please continue, Mr Cousens.

Mr Cousens: I think it is very difficult, certainly from where I sit, to evaluate and scrutinize the spending of the ministry since it is now operating under a totally different structure with additional responsibilities since then. Certainly in the recent cabinet shuffle the office for the greater Toronto area was moved from the Ministry of Treasury and Economics to the Ministry of Municipal Affairs, yet we have not seen any supplementary estimates on that. I am just wondering whether the minister intends to table supplementary estimates to show this transfer of responsibility and the funds that go with it and I am wondering whether the minister will be providing revised estimates to show the spending of his ministry according to the new structure.

When the minister talks about unconditional grants policy, it would appear that he makes lighter of an issue that is a very major issue to the municipalities across this province, because for 1989-90 the unconditional grants were flat-lined at the 1988-89 level of \$870 million with no cost-of-living increase. I am concerned about that. The minister talks in his statement about some rethinking of it, but that is to be seen when the budget comes out. It is also to be seen by how he does respond to the pleas, the cries and the outrage that are coming from municipalities across this province.

For the past two years the province has reduced its financial commitment to municipalities. The grant structure now reflects provincial priorities, and the unconditional grants have traditionally been used to fund local priorities, but with the erosion of these grants municipalities feel there is no flexibility to meet the local needs of their communities.

I will be asking the minister, and I would just like to have some evidence that he will not be continuing the trend of reducing the costs that support our municipalities and, at the same time, diminishing the role of municipalities and imposing provincial decisions on them without regard to local priorities or the ability of municipalities to pay for them. I do not think there is any doubt that my municipality is typical of others, where the public is saying:

“What’s happening in the province? The province is just passing more and more on to the local municipalities, where the province originally started the programs, and now the local municipalities are having to carry the costs.”

It is causing an unprecedented increase in local taxation levels and the municipal politicians are caught in a bind. It is clear the Treasurer has made a statement that he personally will not be opening up the purse strings as they relate to municipalities. He is saying that they can borrow more, lend more and have got to have their debt load increased. Therefore, it will be a continuing saga of increases at the local taxation level. I do not think we can accept that and I would look for some leadership from this minister to help get the balance back into it.

We are dealing more and more—when Noble Villeneuve and I were coming into the room we were just seeing so much more confrontation at every level, because of the Liberal government’s methodology of dealing with groups of any kind. We are seeing that in the way in which the government is dealing with municipalities.

I would have to just table my genuine concern with the deterioration in the relationships between municipal governments in the province of Ontario and the lack of consultation. If there is anyone who knows how to consult, it is you, Mr Sweeney, and you indicate the desire to do it. But I have to tell you that, from where I sit, it cannot just go with talk. It has to go with financial commitment for local concerns. I would be very interested in your reporting on the progress of the committee studying provincial-municipal relations. I understand there is such a committee. It would be interesting to hear more about that. I would be very interested in knowing when you will be announcing your 1990-91 unconditional grants. I am wondering if the grant will be determined using the funding formula, or will you be repeating last year’s announcement where the grants were flat-lined?

1620

The whole financial apparatus surrounding our municipalities is in jeopardy unless there is a

stronger, more meaningful commitment by this government. I do not think there is any doubt that people are concerned about county restructuring. There have been at least a couple of reports received by the government, in January and another in February 1989, on restructuring county governments. Now, what we are really looking for is the official response from the Minister of Municipal Affairs, and yet I have to say that a number of counties and local governments have approached the ministry for advice and assistance in restructuring and have not had too much of an answer back from the ministry.

I do not think there is any doubt that AMO has endorsed a draft response to the most recent report, and the association position does make a number of points in which it tries to favour the individual county reviews to determine representation on county councils. I am interested in seeing just how the ministry is going to deal with that one. The AMO position is not necessarily my own, but it raises the question of municipal population levels at a minimum of 4,000 per municipality. I am just very interested in knowing how you are going to respond to that.

I really would hope the minister will give us a detailed statement on the whole consultation committee with regard to this. Will he be reviewing the responses to the report? Will the counties be required to restructure according to the report's recommendations? Will the ministry be offering some financial incentives to assist with restructuring studies and reviews?

County government has to be touched on carefully. I do not think it is a place for more confrontation, and it is open to it unless it is handled very, very well and unless there is excellent dialogue. I sense frustration growing out there, and an awful lot depends on how this government handles it. We are overgoverned as a country, and yet, if we started working together, there is that hope that we would have a good future. Maybe today was one of those happy days when in fact you saw a movement towards different levels of government working together on the Toronto waterfront and the green belt area.

Community planning is raised in one of the votes, and I am very interested in how we can encourage effective land use planning in Ontario, but it is evident that this program should be responsible for the implementation of land use reform that really begins to make sense. I am worried as to how this really is impacted by the land use reform document that recently was leaked to the press. In all likelihood it did not come out as a document the ministry wrote, so I

am wondering who actually did write the document. Certainly the objectives and corporate initiatives of the community planning program are important, but we have to just see how they are in balance with this new document, which may be the secret inner thinking of this government on land use reform.

The land use reform document puts little faith in the planning legislation now in place. It makes it clear there will be no time to consider the varied interests of the different players involved in land use planning. I would like to know—and I would really like to have the minister comment on this—were you involved, or was your ministry involved, in the land use reform document, and do you support this document? Would you be so kind as to explain the role of the Ministry of Municipal Affairs in land use planning? There are a number of questions I would like to explore on that one when we get into the details.

Maybe there was something in the Niagara Escarpment Commission; I just do not know what the organization of the NEC is. I was not able to find the new organization chart in the estimates pages. Is it there somewhere? Could someone show it to me?

I think there is a lot of opportunity yet for us to do something on the whole waterfront development program, and whether or not we are going to have the action follow all the words we have heard today is yet to be seen. I am still an optimist, so we will see what happens. I am certainly pleased to help in any way.

It opens up a number of questions, mind you, on how much it is all going to cost. In my questions in Orders and Notices, I have had answers to the costs for the different areas. I asked a question back on 9 May on the budget of the greater Toronto area co-ordinating office for the fiscal years 1988-89 and 1989-90. For 1989-90 we have over \$2.3 million to be spent on that. Then I was also asking about the GTA under Gardner Church, and there is another \$647,000 on that. There are a lot of dollars going into it. I wonder what we are getting for it. Is there a separate report coming? I have raised it earlier. It continues to be a matter that we are going to want to have some answers to.

I know you do not like to get into your legislation, but do you have any hope for us on Bill 20? Are you going to consider the impact that is going to have? I know that my own region, the region of York, is faced with up to a 40 per cent increase in regional taxes if Bill 20 goes through as it is now before the House. If you think the people in York region are going to like that, you

are suddenly putting Greg Sorbara, Charles Beer and Bill Ballinger in jeopardy, because I think it is the kind of thing that might cause them to look for another job.

The Chair: That might encourage it.

Mr Cousens: Well, maybe we had better just leave it the way it is, but we cannot, because we want to do what is right and proper. I am concerned about that one.

I would not mind if the minister could talk a little bit about the commercial concentration levy and the effect it is having on the greater Toronto area. Was your ministry apprised of that? Did you do any kind of financial feasibility study of it, how much it is going to make, what impact it is going to have on the greater Toronto area and whether or not it is right, fair or proper that the greater Toronto area commercial users are going to be given that kind of extra load to carry?

I do not know. How much time have I gone, Mr Chairman? I do not want to exceed my time frame.

The Chair: Almost enough.

Mr Cousens: Almost enough. I would have to say that the concerns we have are ones that are being expressed across the province in a way in which I do not think I have ever heard them before. We have to do more than just give happy words of commendation. Your statement, Minister, as always, reads beautifully, but what is behind it is how those actions are going to be implemented and what kind of relationship your ministry and the province of Ontario will have with the municipalities.

I sense, from the words, it is good. I have to tell you, by the deeds that have been going on for the last several years, it is not good. You would not win any kind of public relations contest as a ministry for what you have done to the municipalities across Ontario in the last several years. There just cannot be a continuation of that kind of offhand approach, announcement of programs, passing on of costs to municipalities and assuming that everyone is going to accept it in good faith. The good faith is almost burnt out. What we are seeing now is a time for some concrete action and straight shooting from your ministry.

The Chair: Thank you, Mr Cousens. There now is an opportunity for the minister to respond for up to 30 minutes.

I would just like to bring the attention of the committee to the presence today of Mr Ballinger. I have two things I would like to mention. I would like to publicly thank the Premier (Mr

Peterson) for moving Mr Ballinger to the other side of the House. I would also like to publicly thank the minister for silencing him when he got there.

Mr Ballinger: You are on a road that does not have a bend in it, Mr Chairman.

The Chair: I am repaying you.

Hon Mr Sweeney: I well understand the reason for your first comment about my new parliamentary assistant. I am not sure your second one is accurate. Time will tell.

I suspect that my colleagues would appreciate by this point in time that the comments of my honourable critics are worth the price of admission. I presume that Mr Breaugh has other business to attend to and will not be back this afternoon, or do you know?

Mr Charlton: I do not know.

1630

Hon Mr Sweeney: Okay. Let me briefly comment on some of the points that he raised, and hopefully it will be in the records for him to comment on. Then I can certainly speak to them if he brings up the issues again.

First of all, I agree with the opening comments of Mr Breaugh that the function of this committee could be somewhat different from what it is at the present time and could deal with some very key and major issues in greater detail. As a matter of fact, it was just pure coincidence, I suspect, that Mr Charlton and I were talking about the very same thing before the committee hearings began. There is no disagreement at all between myself and Mr Breaugh on that.

We would be very, very happy to have greater discussion with respect to the greater Toronto area and with respect to the waterfront. Duncan Allan, who is the—is Dunc here?

Interjection: He is probably outside.

Hon Mr Sweeney: Okay, that is fine. Duncan Allan, who is the man responsible for reporting formally to the Premier and now to me on the activities on the waterfront, is here today and would be prepared to speak to the committee if that is its desire. Gardner Church, who is the gentleman who reports now to me with respect to the greater Toronto area, would also be prepared to answer any of your questions. Both of those are possible, even within this very short period of time.

I would also draw to Mr Breaugh's attention that there is a section in the estimates, vote 4507, which deals specifically with the waterfront, should he or any other member choose to bring that up.

Before I go on, can I respond to, I believe, Mr Cousens's observation about identifying the senior staff people from my ministry who are present. Would they just kind of stick up their hands and wiggle their fingers so that we will know who they are when I mention their names.

First of all, the young lady sitting right beside me is our assistant deputy minister of policy, and that is Marcia Synowich. Some of you may know Marcia from some other committees that you have passed through at one time or another.

Ken Whitwell, sitting immediately to the left of Marcia over here, is our assistant deputy minister for operations. Some of you might know Ken from his previous rendezvous in the municipality of Scarborough, among others. He brings to the ministry some very practical municipal experience and has told me in a couple of cases, "It sounds good, minister, but it won't work." So we value the background that Ken brings.

Larry Close, executive co-ordinator corporate, is sitting right behind us. Milt Farrow, and if there is anybody around here who does not know Milt—how many years have you been around this place, Milt?

Mr Farrow: Twenty-six, sir.

Hon Mr Sweeney: A long time.

Mr Ballinger: Probably too many years.

Hon Mr Sweeney: Yes. I ran into Milt when I was a director of education—how long ago is it now?—about 23 years ago, when we were dealing, I think, with something to do with the new region of Waterloo. I think you were involved in that in some way. I cannot remember what it was. Milt is a special adviser on housing development. I think the simplest way is to say that Milt is our deal cutter, along with a few other people. He makes the darned thing work.

Dunc Allan, who is the one responsible for reporting on the waterfront, is around and will be back in a few minutes. Terk Bayly is the chairman of the Niagara Escarpment Commission. Welcome, Terk. We are glad to have you here. Terk has indicated that he would be prepared to respond to questions on the Niagara Escarpment Commission and can answer them far better than I can.

Bob Nykor is our member responsible for communications and liaison and publications and all that kind of stuff. Anyway, he keeps me informed as to what is going on.

There are several other directors here. I will not name them all, but from time to time as we need them, I will invite them to help me and Marcia in responding to some of these questions.

Those are the members of our staff right here at the moment. We will certainly bring in anyone else who will be helpful to any member of the committee in dealing with certain issues.

Let me go on, Mr Chairman. Mr Breaugh referred to the whole question of planning. He specifically mentioned the recent release of government legislation indicating that from this day forward, municipalities were going to have "regard for," and those are the exact words that are in the document, 25 per cent affordable housing in all new planning, with respect to a three-year supply of residential lots and a 10-year indication of residential lands.

I believe the question that Mr Breaugh raised was, does this mean that everybody has to do it? For all practical purposes, yes, it means everybody has to do it, because quite frankly, if municipalities are deliberately just not participating in this particular process, then the minister has the power under the Planning Act to make some decisions himself. That is not something I would prefer to do. We are working very closely with the municipalities.

Ms Synowich, it is my understanding that before that legislation was put together, there was a team of people from the ministry who criss-crossed the province and met with municipalities. While everybody did not completely agree with the process, I doubt very much if there is anyone who does not understand it. When people tell you that they do not understand it, what they sometimes mean is, "We do not agree with it." I think you have to take that in the context in which it is said. The message, in fact, has been taken out.

Mike referred to provincial lands, and the comment I made at the AMO conference that the Minister of Housing has direct access to those lands. Let me share with you that in my discussions with the Premier about how this would be done administratively, he said very clearly, you know, "Do you want me to turn the deeds over to you?" I said: "No, that is not necessary. The deeds reside with the Ministry of Government Services and, quite frankly, I would be quite happy if they continued to reside there."

The understanding, however, between the Minister of Government Services (Mr Ward), myself and the Premier is that we do have access to all provincial lands for housing purposes that are not already earmarked for some other provincial need. In other words, if they are there for a courthouse or for one of the various institutional needs of the government of Ontario, the Ontario Provincial Police, some of our

ministries that are moving up to northern Ontario or whatever the case may be, then obviously those are the first calls. But as you probably know, far and away the majority of provincial lands are not needed for that purpose and now are available for housing.

A very close working relationship is developing between the Minister of Government Services and myself with respect to the ministries of Housing and Municipal Affairs as to how these lands in fact will be used. I hope to be able to make the first announcement on those on Thursday of this week. I am sorry I cannot share any of the details with you, because they have not all been put together yet, but I think you will be pleased when you hear that particular announcement.

I was encouraged by Mr Breaugh's comment on the revival of the provincial-municipal review processes. I want to indicate, as Mr Cousens pointed out, that my style of operation has been and will continue to be one of consultation. However, let me indicate again what I said before. We sometimes have some difficulty after considerable consultation when in fact there is not necessarily agreement on all issues and the word then sometimes goes out, "Well, nobody consulted with us." That is not quite true, and some of the staff of my ministry work long hours and put in a great deal of effort to consult to every degree possible. But consultation does not necessarily mean that at the end of the day everybody is going to agree.

What I would ask my colleagues is that when you hear that there has been no consultation, sometimes it might be helpful if you were to ask the next question; you know, "By that, do you mean that you did not agree with the decision that was finally made?" I think in some cases you will find that really is the answer, because one of the things I have discovered since joining the staffs of both the ministries of Housing and Municipal Affairs is that a great deal of consultation goes on. It sometimes goes on for a very, very long time, but sooner or later the ministry simply has to make a decision, and it is not always the decision the municipality wants.

The chairman will be well aware of the fact that we are in the process of doing that right now in the south Simcoe area. I believe we are very close to the decision, and I have a sense of what it is likely to be. There is not universal agreement on it. There will be a high degree of agreement, but I am sure there will be people up in that part of the province who will say, "Well, there was no

consultation." There was very lengthy consultation, but there will not be total agreement.

Let's just be sure that we understand the distinction between those two. I understand it. I know where the people are coming from and why they can be disappointed sometimes, but there is a lot of consultation. It certainly is a style that I am going to continue, and I want to repeat once again that I find myself in a very comfortable situation with the staff of this ministry, because that is their style as well.

1640

There was a reference by Mr Breaugh to Seaton, the fact that this has been a long-standing piece of land that has been in and out, and there have been several names to it. He is completely correct. My recollection is that it goes back to the early 1970s, and I cannot give you any good reasons as to why it has not proceeded as quickly as it ought to. The previous government had come to a conclusion—and some of my colleagues in the Conservative Party are probably aware of this—I think, early in 1980-81 to proceed with this, but that happened to be the very time when the economy took a very sharp downturn.

There was a severe recession all across the country. It hit Ontario particularly hard, and it is understandable that the decision would be: "Well, hey, wait a minute now. This is not the time when you are going to make this major movement in that particular area, when you have this economic downturn." That downturn really did not turn around until about 1985-86, and it is the responsibility of this government now to make a decision to move forward.

I can tell you that there is a team of people within the Ministry of Municipal Affairs and within the Ministry of Housing, whose task is to deal solely with Seaton. It is my fond wish and hope that some time within the next three or four months we will be able to make a very clear statement as to what we intend to do.

You will realize, of course, that we are working very closely with the city of Pickering, because the Seaton lands are enclosed at the present time within its boundaries. We are working very closely with the region of Durham, because the Seaton lands are within its boundaries. My sense is that the region of Durham is very anxious for us to move forward. The city of Pickering, on the other hand, has some reservations as to how and when we ought to move forward, and we want to participate with it in that discussion.

There is also the clear difficulty, as Mr Breaugh brought to our attention, that we really do not need to put very many cars on the Highway 401 parking lot between the outskirts of Metropolitan Toronto and—I believe he said either Whitby or Oshawa; I do not remember for sure. We concur with that. Therefore, there have to be transportation corridors as part of that process, and we intend that there will be. I can say to you that we are looking very clearly at the potential of a rail transportation corridor on the existing Via Rail lines going from west Toronto out to the Peterborough-Havelock area. No final decision has been made, but it strikes me that is a logical place for us to take a look at that kind of transportation.

You are all very well aware, I am sure, of the difficulty the Ministry of Transportation has at the present time in finding an east-west corridor across the Rouge River lands. I do not need to go into any great detail about that. Somehow or other, we are going to have to get across the Rouge River, because it cuts all the way right down to the waterfront. Highway 401 crosses it right at the present time. There are several other roads that cross it. So it is not a case that we are not going to have to cross it some way, somehow; I do not know how. I do not have that answer yet, but it does show the internal conflicts between the needs or the desires of the people who want to defend the clarity of the Rouge River and the needs of transportation to the east of the Rouge. It is not going to be an easy answer, and it is one of the reasons why things are being held up a little bit.

There was a question raised by both Mr Breaugh and Mr Cousens with respect to the concentration tax. That, as you well know, was a tax that was levied by the Treasurer in his most recent budget. The reason given was that the greater Toronto area is demanding a tremendous growth in services, transportation services in particular, but a whole range of other services. You know that we have some serious problems with waste disposal in the greater Toronto area. You know that we have some serious problems with sewage disposal and water supply.

You know that we have some problems with the range of social services; they were brought up by both of my critics. The Treasurer's decision, after consultation with many, was that the greater Toronto area is going to be the recipient of that increase in services of the range that I just described and was going to be responsible for picking up part—let me underline that, part—of the increased cost. It will not, by any means,

meet all of the cost of that range of services. I do not have the information or the expertise to speak to some of the specifics that Mr Breaugh raised, but I will attempt to get those some time in the next few days.

On the question of Via Rail and GO, let me say that my colleague the Minister of Transportation (Mr Wrye) is looking very seriously at the degree to which he and the government are able to pick up some of those routes. They are going to be very, very costly. The point that is being made, from a public point of view, is that we just cannot automatically be expected to pick up when the federal government decides that it is going to set aside.

We know the rationale of the federal government. That is something that they have to decide by themselves. That is their level of jurisdiction and responsibility. But I think it is also appropriate to know that the federal government has limits on its resources as well. While we intend to participate as much as we possibly can, I think I can say fairly safely, on behalf of my colleague in Transportation, that we simply cannot do all of it. But we certainly are going to look at certain select groups to determine where, in the best interests of the people in those areas and in the priorities and interests of the government of Ontario, we would be able to pick up some of them.

Mr Breaugh ended his comments with the very obvious claim that it is absolutely essential that various levels of government work together. He mentioned the new sales tax coming from the federal government and the impact it is going to have on other levels of government, both provincial and municipal, and that it just is inappropriate for any level of government to make decisions that are going to affect others without consultation and without some awareness of the impact. That is a self-evident statement and I certainly support his contention.

I think I still have a little time. Mr Cousens began, and I thank him for doing so, in welcoming me to the ministry and, more important, by complimenting the staff of this ministry. I thank him for the civil service compliment in particular. I want to endorse that.

I have been just absolutely delighted with the staff of both the ministries of Housing and Municipal Affairs, the degree to which they very graciously have welcomed me into their ranks, the degree to which they have, on very, very short notice, seen to it that I have been better informed than I was a couple of months ago and the degree to which they have embraced some of

the particular priorities that I as minister have laid before the ministries. They have worked very, very diligently in bringing to it their expertise and sensitivity. I certainly want to join with Mr Cousens and thank him for making that observation.

Mr Cousens indicated deep concern about some of the financial decisions that have been made by this government over the last year or so, particularly the flat-lining of the unconditional grants last year, and asked whether or not the same thing was going to take place this year. Mr Cousens will be well aware of the fact that that decision is not totally mine, but he will be aware, I am sure, that my input to the Treasurer will be very strong.

My understanding, Mr Cousens, is that the Treasurer will be making an announcement, in either late November or early December, as to what the rate of unconditional grants, along with the whole range of transfer payment grants, will be to hospitals, municipalities, school boards, colleges and universities in a range of social service programs.

That is a very important announcement because, as I am sure you realize, those various ranges of transfers to a number of organizations and groups, including municipalities across the province, comprise about three quarters of the entire budget of Ontario. I have had the opportunity to work closely with, and appreciate the involvement of, my former parliamentary assistant, Claudio Polsinelli, and my current parliamentary assistant, Bill Ballinger, on a combined advisory committee on financial relationships between municipalities and the provincial government. I have asked them, over a very short period of time, to give me some recommendations that I can carry forward on some reform packages or part of a reform package contained within the general envelope of unconditional grants.

As you know, although it is a central figure and it really is up to the municipalities to use those dollars as they see fit, there is a range of elements within it, such as police grants, northern grants, density grants and resource equalization grants, which are all part of that package. Some of them have been there for a very long time, going back at least 17 years. They have not been reviewed in the kind of detail which I, my staff or the Treasury office believe they ought to be.

1650

That committee, with Mr Ballinger as co-chair and Grant Hopcroft, the president of AMO, now

being the other co-chair, is reporting to me, and we are working through some of its recommendations. I will be presenting to the Treasurer and to my cabinet colleagues my recommendations for changes in that unconditional grant for his announcement in late November or early December. I am reasonably assured that there will be changes but, I am sorry, I just do not know what they will be and I cannot go any further at the present time.

Mr Cousens also was clearly speaking on behalf of many municipal perceptions and concerns about the degree to which the province is devolving to the municipalities some of its former responsibilities. I would remind my colleagues that if they look back in the history of this province, a number of those responsibilities in fact were at one time at the municipal level. I am not going to go into any great detail, but that is part of the history of our province. They gradually were assumed by the province. They are now, in some cases, being devolved back.

I certainly concur with Mr Cousens's observation that we cannot continue to do that without recognizing that it does create for the municipalities some financial responsibilities and some financial concerns. That is another area on which I am consulting with my Treasury colleagues and my cabinet colleagues: that we tie together any of those devolving decisions and financial decisions.

What we are looking at very clearly is a recognition as to who is best at being part of this process. Some of my colleagues will be aware that when I was Minister of Community and Social Services I had established a provincial-municipal funding review with them. We essentially asked ourselves two questions, "Do the cost-sharing mechanisms we have in place right now still reflect the best way of doing business in 1989?" and, "Who should be the proper jurisdictional authority to deal with a number of issues?"

I am asking my municipal colleagues in the same way: "Let's take a look at what those sharing arrangements are. Let's take a look at who is best able to meet the needs of the people of this province at the local level with respect to some of those issues." So devolving will continue. I will say, however, that I will speak very clearly that it is not devolving just for the sake of that, but rather where it makes sense.

Mr Cousens spoke about the restructuring of county government and the work that has already gone on. The report is now in. It is being examined by my ministry and the reactions to that report are being examined by my ministry. I

indicated in my opening remarks, Mr Cousens, that we now have requests from 10 counties to have our assistance as they proceed with their reviews. Three of them are already under way, two of them have been approved and should start very soon and we will be working with the other five as quickly as possible to get them under way.

You asked what kind of support we are giving them. That support is more in terms of staff support as opposed to dollar support. You also raised the question as to whether or not the 4,000 population figure is carved in stone, and the answer is no, the response back in the recommendation from the county review committee was that this ought to be a benchmark. We will look at it very closely, but my response at the AMO convention, when I was asked essentially the same question, was if it can be demonstrated that a population base of less than 4,000 can achieve the needs of that area, then we will certainly take a look at it. But you have got to sort of set a benchmark someplace. While 4,000 is as reasonable a number as any other, it is not, let me repeat, carved in stone.

One of the things that we want to avoid in restructuring county government in this province is to be aware of the concern that was expressed back in the late 1960s and early 1970s, when a number of areas of this province were restructured as regional governments. Please let me make this very clear: I am not saying that this was not necessarily a wise decision. As a matter of fact, in most parts of this province it has proven to be a very wise decision indeed.

However, I think we can all recall the cries of anguish, if I can put it that way, that greeted the way in which that process was carried out. I would ask the support of my colleagues on all sides of the House to have us not repeat that particular process and I do not think there is any need to do so. We are saying very clearly to our county governments, "You are unique"—I used these words in my comments—"and we want unique solutions."

That does not mean that every single one of the 26 counties in this province is going to be so different from everyone else that we cannot recognize them as being the same thing. It does mean that there are going to be a lot of common elements. But where there are particularly unique features, where there are particularly unique needs, then we want both them and us to respond to them in a unique way. So there will be a large degree of commonality in these restructured county governments as they eventually emerge,

but we will respect those unique elements that ought to be respected.

Land use reform and project X: Again, I pointed out in my comments that project X, as it has been affectionately dubbed, is not the policy of the government of Ontario. Rather it was an attempt by the Treasurer, at the request of the Premier, to pull together about half-a-dozen people who have a great deal of expertise in the planning field. There were people from the Ministry of Municipal Affairs. As a matter of fact, I think you were part of that, Mr Farrow, if I am not mistaken; I do not want to finger you in particular.

The Chair: He is Mr X.

Hon Mr Sweeney: Is he? He is Mr X, yes. I want to tell you that there are not many people in this province who have the background in planning that people like Mr Farrow have. There was no attempt—let me underscore this—to undermine in any way whatsoever in the outline of that document any of the current processes, particularly the processes having to do with the Ministry of the Environment.

As a matter of fact, if you look on page 2 of that report there is a very clear sentence that respects and says that they respect the necessities of protecting the environment and having the Minister of the Environment do the kinds of things that he is doing right now. There was a very clear statement—I think it is on page 1, if I am not mistaken—of recognizing the need to involve many ministries of government in this process.

What the paper was designed to do was ask ourselves how we can achieve similar results and do it in a more effective way. How do we telescope some of the activities of my ministries and other ministries of government, including Ministry of the Environment, the Ministry of Agriculture and Food and the Ministry of Natural Resources? How do we find ways to have approvals on a concurrent basis rather than on a consecutive basis? How do we work closely with the various agencies, like the railways, conservation authorities and the school boards, that all have something to say about this process?

We are convinced that there is a better way to do it and that the time line can be shortened, because everyone is telling us—builders are telling us, municipalities are telling us and the public is telling us—that the long time lines, the three, four and five years are themselves creating an increase in land costs which would therefore bring about an increase in building and housing costs. We are also being told that because these

long time lines are so costly many of the smaller builders and developers that used to be part of the process simply cannot stay in the business. Their pockets are not deep enough. We want to have more competition out there; we want to get them back in the process.

So there is a very deliberate purpose in this, but—let me repeat—it is not to undermine the things that need to be done. There are certain things that must be protected in the environment, and they will be. There are certain things that must be protected with respect to agricultural land, and they will be. There are certain things that must be protected with respect to our conservation authorities, and they will be. And the list goes on.

Mr Cousens referred to the Niagara Escarpment. I think I am running close now. The Niagara Escarpment—Mr Bayly will be prepared to speak to it in more detail shortly—had its present structure fixed in 1985. It is due for a review five years later, in 1990. The commission itself consists, I believe, of 17 members, roughly half representing the public in general and roughly half representing the various counties and regions through which the Niagara Escarpment passes. It reports to the Legislature through me as the Minister of Municipal Affairs. I will leave it at that for the present time.

The waterfront, I have already indicated, is within the estimates. The purposes of the report and the decisions made today were to draw together all three levels of government—municipal, provincial and federal—because Mr Crombie's report said very clearly that, in his judgement, the needs of the waterfront, the protection and wise use of it, the environmental needs and residential needs of the waterfront—and the list goes on—simply cannot be met by any one level of government. It will take all three of them working in close harmonization—I found a way to get that word in again one more time—to make this thing happen effectively. I have already indicated to you that Duncan Allan, who reports to me and is a special adviser on the waterfront, is with us today and will be prepared to respond to any of your questions.

1700

Bill 20, on the lot levies, was designed primarily to put some order and stability into the levying of fees all across this province by municipalities. As you know, some municipalities take very extensive action in levies. Some municipalities have very healthy bank accounts. I am told that one, which shall go unnamed, has a bank account well in excess of \$100 million with

respect to levies. Some municipalities have levies in the range of \$15,000 or \$16,000 per lot; others have no levies at all; some have levies in the range of \$2,000 to \$3,000. It was to bring some order and stability to the whole thing that Bill 20 was finally brought out.

The new element in Bill 20, of course, as most of you know, is giving school boards the permission to levy as well. Again, let me repeat, that is not to say that the province is not going to be very significantly involved in the capital financing of school boards. As a matter of fact, the province last year, this year, next year and the year after will be expending in excess of \$300 million per year. So the levy options which are made available to the school board—and let me emphasize the word “options”; they are simply allowable—are in addition to the province's annual \$300-million commitment to capital projects for school boards.

Mr Cousens, I was unaware of the 40 per cent tax increase impact that, you indicated to us, could take effect in York region. I will certainly have my staff take a look at that. I have no way of commenting on that in particular, but I will certainly try to do so as quickly as possible. That certainly is not the intent.

I think I have already spoken to the concentration levy. I am just going to leave it at that and respond to your questions, comments, reactions and observations.

The Chair: It is always very difficult to cut a minister off, you know, when his time comes.

Hon Mr Sweeney: I snuck on under there, did I not?

The Chair: No.

Hon Mr Sweeney: Oh.

Mr Charlton: I would like to pursue with you for just a few moments the issue of municipal grants. To put it as you put it in your opening remarks—

Mr Cousens: Can I just cut in, Brian, before you start, to get instructions on what is going to happen this afternoon? If in fact some of the people are here who could comment on the Niagara Escarpment Commission, or Duncan Allan—

Mr Charlton: I am just going to pursue this one matter and then you can have the floor.

Mr Cousens: No, no. I would not even want you to relinquish anything you want to do.

Mr Charlton: I am not going to relinquish anything. I think we can rotate very nicely.

The Chair: It will likely all work out. Proceed.

Mr Charlton: Not to worry, Don.

Hon Mr Sweeney: On municipal grants.

Mr Charlton: Yes, on municipal grants. The way you put it in your remarks was this: "I accept that perception, as my ministry has the specific mandate, as I said, of creating the right environment for municipal government to play its part effectively.

"We all recognize that the flat-lining of the unconditional grants, as well as limits on conditional grant allocations, have had serious repercussions on the finances of many municipalities."

You went on to say, and I am going to paraphrase here, that this pause to look at the structure was unavoidable. I think it is fair for all of us to accept that in some fashion, from time to time, government has to reassess and to look at whether old structures are still appropriate and whether there are new things that we need to be doing or just different ways that we need to be doing what we have always done in terms of this financial relationship between the province and the municipalities.

I guess what concerns some of us is that we put in place a review that so often does not seem to have a definite end to it and that we do not know when we are going to hear pronouncements from the government about its conclusions about the grant structure and the future of municipal financing in its relationship with the province. I guess what we do not want to see is us going through a period of two or three or four or five or seven years of ad hoc unknowing like we have seen in so many other areas that we have dealt with in political life over the last 10 years.

I know you are probably not in a position to give us any real, hard, final conclusions, but perhaps you could talk to us about the process you are following in looking at how municipal operations are financed, what kind of consultations are going on and when we can expect some kind of significant policy pronouncement by yourself in terms of either a continuation of the old grant structure or a proposal for an entirely new approach to municipal financing.

Hon Mr Sweeney: First of all, you are correct that this is something that would be unacceptable if we go on for the kinds of time lines you talked about.

There are two kinds of reviews going on at the present time. The first one is internally in my ministry. We are taking a look at how we cost share with the municipalities and how we can do it differently.

The second one is an external review. That is the one I briefly alluded to a few minutes ago with respect to the joint chairmanship of Mr Ballinger and Mr Hopcroft, Mr Hopcroft being the chair of AMO this particular year. We have asked them to look at basically three things.

Number one, we want to reform the base of the unconditional grants themselves. There are elements in there, and I touched on some of those elements a few minutes ago, which are just out of date. They are not appropriate any longer.

As a matter of fact, when Mr Hopcroft and I met with the Treasurer just last week, he indicated that in the community that he personally represents there is a certain grant flowing that does not make an awful lot of sense. It takes a great deal of courage for a municipal politician to make that kind of comment. He was just using it as an example.

What we have is that it is not the total sum of money that is at debate here but the reasons for which it flows. We know, for example, that there is an automatic northern grant that goes to all northern municipalities simply because they are in northern Ontario. Yet when you look at the income ratios in some of the northern communities and the ratio between their commercial and residential assessment, some of them—not all, by any means, and not a lot, but some of them—have a much more favourable relationship than many southern communities, so we have to ask ourselves, should it automatically flow for that reason? We have no problem at all with a sum of money that goes into northern Ontario, but let's put it in different places and for different reasons.

The first thing we are saying is, let's reform the unconditional grant. The reason for that is that then that will be the base for taking the next step: Let's look at the whole range of conditional grants that we have got in place, whether they are from my former ministry, Community and Social Services, or from Transportation or from the Environment, wherever they are from, and ask, "Are there components within those that we do not have to conditionalize, that we can unconditionalize?"

The Ministry of Transportation, for example, is looking very clearly and is about to make some recommendations on part of its conditional grant that could become part of the unconditional one and is simply saying, "Look, why should we be putting a string on a municipality as to whether or not it fixes pot-holes in a certain street in a certain part of town?" We really should not be part of that process, so we want to move to decondition- alizing parts of some of the conditional grants,

but we want to be sure we have a strong unconditional base to build it on.

The third thing that we have asked them to take a look at is the whole question of—for want of a better word; I cannot think of a better one at the moment—disentanglement. Right at the present time, both the municipalities and the provinces are involved in certain decisions and certain programs where it is not necessary for both to be involved. Can we clearly say: “Look province, you look after this one; you be responsible for it; you pay for it. We, municipality, will assume more responsibility in this area. We may or may not pay more of a share for it, but we’ll look after that and you get the heck out of it.”

Those are the three levels that are going on at the present time. I have high hopes, Mr Charlton, that this is a matter of a couple of years, not six or seven years. If there is any member of my staff who knows more about this than what I have just described, would you please comment, or have I said enough? Have I said too much?

Mr Charlton: You have not said too much. You may have said enough. I will know by how you respond to my follow-ups.

Okay, you are saying a couple of years, and I guess that is fair. Are we looking at basic flat-lining in terms of the unconditional grants and some limits, restrictions, in place on the overall grant process throughout that period?

1710

Hon Mr Sweeney: I am not able to speak for the Treasurer, as I am sure you well know, Mr Charlton; and if I tried to, I would get my knuckles rapped very sharply, not only by him but by others.

What I can say to you is that my sense is that when I said “unavoidable,” one of the points the Treasurer made to municipal representatives last year was that he was not satisfied with the present component of the unconditional grants. He wanted to see some reform within that and he was taking sort of a year’s leave to let that happen.

That particular committee did not begin its meetings until last May to start that reform, if I am not mistaken. When I first met with them, I said very clearly: “Look, give me something to work with. Give me some ammunition to take to the Treasurer. I am convinced that if I can go to the Treasurer and to my cabinet colleagues and say, ‘Look, here is a good beginning of reform of the unconditional grant system,’ we will get some additional funds this year.” My sense is that it is going to happen. I cannot go any farther than that.

Mr Charlton: I think you understand where my concern and the concerns of a number of people are coming from. I will just throw you some examples so that maybe you can respond without having to respond to the detail that you do not have yet in this specific area.

First, we have a number of major reviews going on by the government. In almost every single instance that I am aware of, the reviews have run substantially over the original projections in terms of time lines. That is where my first concern comes from.

There are examples that I can give you. There are a couple of members—they are not even here; yes, they are still here—who were part of the select committee on energy. That committee tabled a report in July 1986, and some aspects of what the committee contends it is involved in a review of we still have not seen. Twice now I have done private members’ bills in the House. The response of government members has been, “We don’t want to deal with your bill because the government is coming forward with an overall comprehensive package that we still haven’t seen yet.”

That is the one concern that I have, that these reviews inevitably tend to run much longer than the original projections, so if you are honestly telling me that you believe it can be done in two years, that probably means three.

The second area where concern comes from that flows out of that then is the kinds of comments we have heard from a number of your colleagues in the House over the course of the last couple of years. I will refer specifically to the current Minister of Education (Mr Conway) and his predecessor, the member for Wentworth North (Mr Ward), now the government House leader, in their responses to numerous questions in the House about the chaos in terms of capital construction in education—school construction. You alluded to it briefly when you talked about the lot levy stuff, but their response in the House, although they have come up with a package of capital dollars over the next decade to try to catch up on the shortfall that has happened over the last 15 years, is to say, “We’re trying to deal with the problem that’s evolved 10 or 15 years; don’t expect us to fix the problem in a week.”

The longer this review goes on without, as you have said in your statement, addressing clearly the question of the serious repercussions on the finances of many municipalities, the bigger the problem becomes and therefore the more difficulty we are going to have in addressing that problem at the end. Even if we come up with a

good grant formula, all of a sudden the dollars are too big to come up with in one shot and you have to put in place phase-in programs and everything else that we have seen on so many occasions.

That is where the basic concerns come from. Perhaps you can respond to that in a more general way than by giving me the specific details of programs that have not been decided on yet.

Hon Mr Sweeney: You are right in terms of the particular examples you used, but let me go back and refer to another example that is a little bit closer to my former home, and that was a decision by both the municipalities and the Ministry of Community and Social Services to do a provincial-municipal review on cost-sharing in that ministry.

They were given a one-year time line. In fact, it has taken them two years, but let me share with you, and I am reasonably sure that my municipal colleagues who were on that committee would confirm it, that as we came up to the one-year deadline they said, "Look, we want to do an awful lot more on this." This was a joint decision by the two partners: roughly about seven members from the municipalities and about three or four from my former ministry. They simply said, "We've come a long way now and the biggest mistake we could make would be to try to adhere to your deadline and give you what we've got now, because we don't think it's the best package we can bring forward." My understanding, and you will have to speak to my successor, is that that package is either now in or will be in the next couple of weeks. Both the municipalities and that provincial ministry feel very good about the package.

It is one thing to say, "We're going to give you this strict time line and you're going to adhere to it whether it's the best thing or not," and another simply to say: "Look, that's our target. We want you to work like blazes to reach that target, but as we approach it, you're going to have tell us"—and that is jointly—"whether or not you're ready." There is that element to it.

Mr Charlton: I understand that. The concern is not that the job get done right in terms of the review and coming out with the right package of new approaches and programs to the grant structure, it is when you are doing a review at the same time as you have put in place a freeze or a combination of freeze and restrictions, which is the circumstance we are facing right now. That is my concern, not one or the other: It is the two of them combined where one may run longer than the other is capable of handling.

Hon Mr Sweeney: Let me speak in somewhat similar terms as I have already addressed. Having spoken to my colleagues around the cabinet table and particularly to the Treasurer—and Bill Ballinger is not here at the moment—my sense is that as long as there is clear evidence that the reform process is moving forward, then there will not be the kind of freeze that we talked about before.

My sense was, and that is why I used the word "unavoidable" deliberately, that there was a sense that the process simply was not moving forward. There was all kinds of talk but nothing was happening because people did not feel sufficient pressure to actually start making some changes and making some decisions.

I do not want to comment on the particular solution that was used, but I can tell you that the process has sure started to move and the recommendations that are coming forward right now are real recommendations. We believe they are implementable recommendations and they make a good beginning on true reform of the unconditional grants. That is all we are asking.

I guess what I am saying to you is that as long as everybody is genuinely putting their heart and soul in this thing and genuinely trying to make changes, even when they say, "Yes, we agree they ought to be done," then the kinds of penalties, I guess you could call them, that have been imposed before will not be imposed.

Mr Charlton: I pass the floor back to you, Mr Chairman. Mr Cousens would like to ask a couple of questions.

The Chair: Before I proceed with Mr Cousens, we are going to adjourn for one item of business at 20 minutes to six. As long as the government members and the committee do not raise any strong objections, we will allow Mr Cousens to proceed until 20 to six, which will balance the time between the two opposition parties.

Mr Cousens: I have two or three questions. First, does the former Minister of Housing have a role as adviser to your ministry and is there any remuneration being given to that office?

Hon Mr Sweeney: No. When I was appointed, one of the very first things I did was to phone the former Minister of Housing and ask for her input, not only at that point in time but continuing over the next couple of years, in any way that she could, because I very much respected some of the things she accomplished over the last couple of years. I believe the former Minister of Housing is now the parliamentary assistant to—help me—I do not know. It is somebody else, and obviously she

receives remuneration for that, but to the best of my knowledge, there is nothing flowing through the Ministry of Housing or the Ministry of Municipal Affairs.

1720

Mr Cousens: I want to ask some questions on the Niagara Escarpment Commission, especially since you have the chairman here. I have three specific questions I can just put on the table.

Hon Mr Sweeney: Excuse me. Terk, would you mind coming forward to one of these chairs? If it is a question in your area of expertise, I would prefer you to answer it. If it is a political question, throw it back to me.

Miss Roberts: I believe it is Management Board.

Hon Mr Sweeney: Okay.

Mr Cousens: First of all, I just have to say that the support I have and certainly that our caucus has for the role and responsibility of the Niagara Escarpment Commission is really something we cannot underestimate the importance of. It is a unique, special area and I am anxious to continue to give emphasis to that area. I have talked to people in Niagara Falls and they are proud of what has been done there over the last number of years. I think anything I say is only to support the original purpose of the commission, to endorse it and back you up wherever possible, so I start with a generic statement of support. Without having background information, I am concerned about getting information from you through this process of estimates.

As we all know, the commission administers a development permit system. I would like to know how many permits would be going through the commission for approval and how many exceptions, if any, have been given to those permits where you will have your process of approval and you will say no and then someone comes back and says, "Oh, well, I'm going to fight it."

Mr Bayly: The answer to the first question, in round figures, is 1,200 a year. It varies within approximately 50 of that number and has been increasing more or less steadily for a number of years.

I find the word "exception" a little difficult, so let me try to define what I think you mean by it. As the minister pointed out, the commission has 17 commissioners. It also has a staff of planners, generally speaking. At a commission meeting at which there are typically 130 or 140 motions, a high proportion of those are for development

permits—they are development permit applications—and the staff makes a recommendation.

I am sorry this has to be such a long explanation.

Hon Mr Sweeney: You are contributing to the minister's education as well.

Mr Bayly: Okay, I will carry on.

Typically, the commission agrees with the staff recommendation in about between 97 and 98 per cent of the applications. So if you mean by "exceptions"—

Mr Cousens: Keep going; I do not mind this either. I am learning too. That is two per cent.

Mr Bayly: The next possible definition of the word "exception" is where an applicant or another person disagrees with the decision of the commission. This can be the applicant, because he did not get what he wanted, or it can be a neighbour who did not want him to get what he wanted, for example. He may then appeal to a hearing officer, who may disagree with the commission's decision and so inform the minister.

At this stage, the commission does not know what the hearing officer is saying to the minister until the minister gets back to the commission with a notice that he, the minister, either does or does not agree with the hearing officer, who may or may not have agreed with the commission. That is another kind of exception.

Mr Cousens: That is the exception I wanted to follow up on. How many of those have there been in the past year or so? Have there been a number of cases where a recommendation was being made by the commission which was then overruled by the minister? If so, how many?

Hon Mr Sweeney: Can I interject for just a minute? I want to be sure you understood what Mr Bayly said, that if there is an appeal to the commission, then it goes to a hearing officer first.

Mr Cousens: Yes.

Hon Mr Sweeney: And then the hearing officer's decision, I guess you would call it, Terk, goes to the minister.

Mr Cousens: I am interested in the ones that end up at the minister's level where political interference may come on to the process.

Mr Bayly: Let me first elucidate one thing. There are two kinds of things on which a person can appeal. One is a development permit application, and that is what I have been talking about. There are also amendments to the plan, which can also be appealed, either by the person who wanted the change or the person who did

not want the change. There are two separate processes.

There is the development permit appeal process, which is the one I alluded to earlier, and these are the minister's appeals, in effect. The hearing officers are appointed by the minister and they can go for or against the appeal, and the minister can agree or not agree with the hearing officer. I will have to check the figures, but typically something like four fifths of the appeals are in favour of the commission's decision and something like the same percentage of the minister's decisions are in favour of the commission. There are a number of cases where the hearing officer decides we were wrong and there are occasions where the minister agrees with the hearing officer or disagrees with the hearing officer.

Now let me go to the other side, amendments. The commission appoints hearing officers to hear appeals on amendments. Now it so happens these are the same people. This was before my time, but when the commission was asked to appoint hearing officers it obviously debated the matter at some length and finally decided that the minister's judgement was pretty good and it would recommend the appointment of the same hearing officers. There are something like 60 amendment applications per year. The vast majority of these—and I will check the figure and see if I can find it in a minute—are amendments started by other people, that is, not by the Niagara Escarpment Commission. Generally the amendments are not approved by the commission, although there are exceptions. The ones that are started by the commission—and there are very few of these, two or three—are attempts to improve the process and they are, as far as I know, still mostly awaiting decision, so I cannot comment on any numbers.

Mr Cousens: Minister, I would like to have, if you could table it with the committee for future study, any of the exceptions that went through the commission where they were given to a review officer, they went up to another level and then they came back. I would not mind receiving just some of the documentation of those that were exceptions in both the illustrations that you have, unless that is not public information.

Hon Mr Sweeney: I suspect that is available someplace. I cannot put my finger on it, but we will find it.

Mr Bayly: The matter is public—

Hon Mr Sweeney: If it is available, you can have it.

Mr Bayly: —and I will get you—

Mr Cousens: I do not want them all; I want the ones that were exceptions.

Mr Bayly: What you really want to know, then, is which decisions went against the commission rather than went against the staff's recommendation to the commission.

Mr Cousens: And where there was an appeal that went through and there was a—

Mr Bayly: And the result was not what the commission had—

Mr Cousens: That is right.

Mr Bayly: Okay. I think I understand and I will get that for you. That relates really to development control applications.

Mr Cousens: Yes, it does.

Mr Bayly: Got it.

Hon Mr Sweeney: Can I add, just as an aside, that there is another level of appeal, and that is to the cabinet committee on legislation? As a former member of that committee, we frequently had appeals on decisions made, and when it makes a decision it then has to go to the cabinet as a whole. So I guess what I am trying to suggest to you is that it does not stop just at the minister's desk.

Mr Bayly: That is the amendment group rather than the development control. You have the final word on the development control.

Hon Mr Sweeney: Good thinking. Glad to know that.

Mr Cousens: Could I have some lists on those as well?

Mr Bayly: On amendments?

Mr Cousens: Yes.

Mr Bayly: Yes, that is easy. There are two pages of them and I will see that they are put in the mail to you tomorrow.

Mr Cousens: Because of the time restraints—I appreciate the importance of the matter—I would like to ask some questions on the waterfront development area in as much as we have got—

Hon Mr Sweeney: Duncan, would you come and enlighten us on this?

1730

The Chair: Just excuse me for a minute. Mr Neumann has his hand up and I know what he is going to suggest to me. I am going to suggest something to him first. I am prepared to give the government the first 20 minutes tomorrow for questions.

Miss Roberts: His question is not that. He is not going to be here tomorrow and would like to have a chance to say something, that is all.

The Chair: I was just noticing that he was not here for the last 20 minutes either. However, you do present a problem.

Miss Roberts: Yes.

The Chair: Mr Cousens is not going to be here tomorrow either. Hurry up, Don.

Mr Cousens: In the estimates it points out the staffing that exists within the waterfront development program and indicates that there are three classified staff members employed in this office and that the total expenditure for salary and wages is \$268,000. I just mentioned to the minister in the House that this works out to be an average of \$89,300 each. I would like to ask about the staff in that office. Who are they, what do they do and what is their salary range? I also would like to know if Mr Allan's salary is included in that \$268,000 figure for the total salary and wages. Maybe the minister wants to ask something.

Hon Mr Sweeney: Yes. Let me just make one initial comment and then I will ask Duncan to complete it.

Duncan Allan, as I am sure a number of you know, is at the deputy minister rank in this government. As a matter of fact, until he was asked specifically by the Premier to be the special adviser on the waterfront, he was a deputy minister at that time. He has kept that rank and the remuneration that goes with that rank. As for the rest of your staff, Duncan, you will have to answer that because I do not know.

Mr Allan: Mr Cousens, I did not bring documents, but I will have a formal document that I can leave, to be sure. In round numbers, within \$1,000, there are three staff; I am there. I am not even sure what I am paid, because there are benefits that get grossed into these numbers. I do not know what the government includes. The chairman might have a better idea, but I think benefits run about 27 per cent to 30 per cent over and above salaries.

The Chair: They may under Liberals; they did not under Progressive Conservatives.

Mr Allan: Oh well, I am—

The Chair: It is around 20 per cent.

Mr Allan: It is 20 per cent, is it? So in these numbers that you get there is the base, there is what you get paid and then there is what the accountants charge against your ministry estimates for these generalized benefits—OHIP and so on. So you can take 20 per cent off the top and whatever it is—it might be \$50,000 or \$55,000 for three staff plus one seconding.

Deputy ministers get paid anywhere from \$90,000 to about \$125,000. I am at the low end of the range, but that comes from being long in the tooth.

Mr Cousens: You have got some teeth left.

Mr Allan: The executive assistant makes about \$45,000. She is an experienced senior lady who used to be secretary to the president of Traders Finance. She has been all over the place and more or less has been a right or left hand to me for some 14 years.

I have a secretary—

The Chair: Mr Cousens, I am going to make a ruling that I am going to give the next five minutes, which is all we have left, to Mr Neumann, who is going to be away—and I know you are going to be away—tomorrow.

Mr Cousens: Could I just ask then for something in writing that would answer the question that I have asked, that says, "Who are they, what do they do in their job descriptions?"

The Chair: Yes, we will be glad to get that for you. If you have more questions, I will ask them for you tomorrow.

Mr Neumann: I will try to be brief. I realize the subject I am raising is not one that the minister can answer easily in three or four minutes. I am really interested in the comment you quoted from de Tocqueville about the important role that municipalities play in a free nation and was interested in your comments about the consultation process you have under way.

At certain times, the Ministry of Municipal Affairs has been viewed as the window into the cabinet for municipalities. I know that, within our system of government, our provincial government has a responsibility for the structuring of municipalities and that provincial-municipal relationship under our Constitution. I want to get a sense from you on your philosophy of the role of municipalities going into the 21st century. What is that philosophy and your commitment to the consultative process to shape an understanding between the province and municipalities all across Ontario?

Hon Mr Sweeney: As the question is coming from the former mayor of the city of Brantford, I can well understand Mr Neumann's interest. First of all, let me clearly say that it has been my experience, both in and outside of government, that the degree to which you can work closely with and get as much consensus as you possibly can on any activities usually results in those

activities being carried out much more effectively.

Let me just put it that way. I do not believe in imposing decisions from above. As a matter of fact, when I was given my triple or quadruple portfolio, whatever you want to call it, somebody made the observation, "The minister has a lot of power." I have always believed that having power and not having to use it is a better way to operate. I do not like imposing things.

At the same time, I believe very strongly that there are certain things that have to happen at the municipal level. While I want to work at great length with municipalities in getting consensus and getting agreement, there are going to be times when we are simply, as a provincial government with our provincial priorities and provincial interests, having to move forward. So on the one hand I am saying, "Wherever we possibly can, let's agree," but if we cannot agree, that does not mean we are not going to do anything.

Second, I have already indicated to the municipalities in the two or three forums in the last couple of months that the municipalities are where people live, it is where they work, it is where you build houses. You do not build houses in the province of Ontario; you do not create jobs in the province of Ontario; you create them in municipalities. That is where the social service system is. That is where all of those other kinds of human activities take place.

Therefore, it strikes me that to as large an extent as possible we devolve to the municipalities decision-making in those areas and that the role of the province is to clearly identify what the provincial priorities and provincial interests are, clearly saying, "Look, with respect to the environment, with respect to the availability of housing, with respect to the availability of social services, these things simply must be," and then turn over to the municipality as much as possible the opportunity to provide those.

Third, I recognize that by using the property tax base only, municipalities have a limited capability of paying for all of those services. Therefore, there has to be a clear understanding at the provincial level that (a) that we are either going to transfer the money to pay for those services or (b) we are going to allow to the municipalities tax-raising capacities that they now do not have.

You might recall that not too long ago, I guess seven or eight years ago, the federal government agreed to transfer to the province of Ontario—and

I presume other provinces—taxing points. I think it was on the income tax scale. They simply said, "Look, if a province is going to look after these kinds of things, we will transfer taxing points to you." I think we ought to at least explore that with our municipalities. I do not know what it is going to be. I do not know whether it is sales tax points or corporation tax points or income tax points.

Quite frankly, if the Treasurer heard me saying this right now, he might not be too happy, but I think it is something we have to take a look at. I do not know what we are finally going to end up saying. What I do know is it is better to have the services at the local level, municipal level. It is clearly responsible of us to recognize that they have to pay for them. It is clearly necessary for us to recognize that there is a limitation to the property tax base and therefore we have to look at other ways of doing it.

In a minute and 30 seconds that is—

Mr Neumann: Thank you, Minister. I am encouraged by that because I know many of your statements, since you were appointed, have been on the issue of housing. Those have been good comments and positive comments and I think municipalities will be encouraged by the confidence that you have expressed, through this short statement, in their ability to solve problems at the local level, meaning to give them the tools to do that job.

Hon Mr Sweeney: Duncan, thank you. I think that is it.

The Chair: Thank you. We have to keep as many members here for a couple of seconds to get a motion through. Thank you, Minister. We will see you tomorrow, no doubt.

Hon Mr Sweeney: Yes.

The Chair: We need just to record what the selections made by the various parties were. The Ministry of the Environment was the selection of the opposition, the Ministry of Municipal Affairs and the Ministry of Transportation were the selection of the third party and the government chose the Office for Disabled Persons and the Office Responsible for Senior Citizens' Affairs. Now this means that having recorded that, these five ministries will be able to be considered in the concurrences, which come up after 16 November. That is agreed?

Agreed to.

The committee adjourned at 1741.

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STANDING COMMITTEE ON ESTIMATES

Chair: McCague, George R. (Simcoe West PC)

Vice-Chair: Villeneuve, Noble (Stormont, Dundas and Glengarry PC)

Charlton, Brian A. (Hamilton Mountain NDP)

Cleary, John C. (Cornwall L)

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Matrundola, Gino (Willowdale L)

Miclash, Frank (Kenora L)

Neumann, David E. (Brantford L)

Philip, Ed (Etobicoke-Rexdale NDP)

Roberts, Marietta L. D. (Elgin L)

Substitution:

Cousens, W. Donald (Markham PC) for Mr Eves

Also taking part:

Ballinger, William G. (Durham-York L)

Clerk: Brown, Harold

Clerk pro tem: Deller, Deborah

Witnesses:

From the Ministry of Municipal Affairs:

Sweeney, Hon John, Minister of Housing and Minister of Municipal Affairs (Kitchener-Wilmot L)

From the Niagara Escarpment Commission:

Bayly, Terk, Chairman

From the Cabinet Office:

Allan, Duncan, Special Adviser to the Premier, Toronto Waterfront Development



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Official Report of Debates

Legislative Assembly of Ontario

Standing Committee on Estimates

Estimates, Ministry of Municipal Affairs



Second Session, 34th Parliament

Wednesday 18 October 1989

Speaker: Honourable Hugh A. Edighoffer

Clerk of the House: Claude L. DesRosiers

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Contents of the proceedings reported in this issue of Hansard appears at the back, together with a list of the members of the committee and other members and witnesses taking part.

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LEGISLATIVE ASSEMBLY OF ONTARIO

STANDING COMMITTEE ON ESTIMATES

Wednesday 18 October 1989

The committee met at 1541 in committee room 2.

ESTIMATES, MINISTRY OF MUNICIPAL AFFAIRS (continued)

The Chair: The time has come to start. I know the minister is not at all uneasy because he knows he is going to finish at six and he probably would like to start at a quarter to. In any event, when we broke yesterday, Mr Cleary was next on my list.

Hon Mr Sweeney: Before we go ahead, I just want to advise you that a number of questions were raised. Some time before six o'clock I would like the opportunity to respond to them. The second observation I would make is that two members yesterday indicated they would like Gardner Church, the deputy responsible for the greater Toronto area, to be present so that he could give them an overview of what is done there. Mr Church is here. Both my answers and Mr Church's presence are at the discretion of the committee. I just wanted to let you know we are both ready.

Mr Cleary: Most of my questions were answered yesterday. I was interested in some of the things on conditional grants and a few of those. Anyway, the only few I have left may be on county government. I understood that the cutoff date for the municipalities to reply to the county government report had been extended and I do not think we ever heard on what date the submissions were to close.

Hon Mr Sweeney: Just checking, Mr Cleary.

Mr Cleary: The other question I had was that you said yesterday 10 of the 26 counties had responded, with three studies under way.

Hon Mr Sweeney: Mr Cleary, excuse me. I have been advised that all of the responses are now in and I will be making a statement about those responses some time in December.

Mr Cleary: But are you still accepting them? Are they all in?

Hon Mr Sweeney: Yes, we still accept them. Sure.

Mr Cleary: Okay.

Hon Mr Sweeney: All the ones we knew about are now in.

Mr Cleary: Thank you. To date, 10 of the 26 counties have responded and three studies are under way. You said yesterday that the only way you assist the counties is by staffing.

Hon Mr Sweeney: No. I think the question was, what kind of assistance? We said it was primarily staffing assistance as opposed to monetary assistance at the present time. We are going in with them and helping them put their review together, but in other ways we are supplying monetary help to a number of municipalities across the province if they are doing a planning review, the program for renewal, improvement, development and economic revitalization grants, and things of that nature. We have some money specifically for the counties for consulting studies. If they want to bring a consultant in, we will provide some resources for them to do it. I was just making the observation yesterday that at the present time our assistance is primarily in the form of staffing.

Mr Cleary: I had understood there were going to be some funds available too and I guess that clarifies it. Are you going to allow only three studies a year?

Hon Mr Sweeney: No. There are three under way right now, two more that should begin very shortly and five more that have made the request and we will be helping to put them together as quickly as possible. Obviously, we cannot do the 26 all at once, but there is no limitation of so many per year. We will keep moving ahead as the requests come in and we would expect in four or five years to do the whole thing, roughly.

Mr Cleary: The other thing is that we were looking for words yesterday on the county government study. I hope the words "strengthening the county government" are still there, sooner than some other words.

Hon Mr Sweeney: Very much so. There is another word we are choosing not to use around here.

Mr Cleary: I think we had better be careful of that one.

Hon Mr Sweeney: I think Oxford county gave us some idea of how to lead the way. Oxford county was restructured in a very significant way along the way it wanted to, quite frankly, and other counties may choose to go that way as well.

The Chair: I have not seen another hand up yet. I might pose one thing to you. You have the Tatham report, which you put out for consultation with counties, the Association of Municipalities of Ontario and municipalities. You now have those responses. Are you going to eventually, and that is not a critical word, give a government response to the Tatham report or are you just going to leave it there as a guideline for the counties to use as they proceed with their restructuring?

Hon Mr Sweeney: I expect to make a government response in December. As I indicated a couple of minutes ago, we understand that we have probably all the responses we are going to get. We are now analysing and compiling those and on the basis of that the government, through the Minister of Municipal Affairs, will be making a response. At the same time of course, as we have already talked about, some of the reviews are already under way. Yes, there will be a government response.

The Chair: They are still coming in, as I understand it. I received just yesterday a very thoughtful one from the village of Coldwater. I guess you can understand that they might be complaining about the minimum of 4,000 population. You would not want to do away with a beautiful place like Coldwater, would you?

Hon Mr Sweeney: The question of the 4,000 population was asked at the AMO convention. I forget exactly how it was put, but I think the intent of the question was, "Is it carved in stone?" and the answer was no. It seemed reasonable to the drafters of the committee report to put a number in there as a benchmark that we would try to aim at, but I made it very clear at the AMO convention that if there was a community of less than 4,000 that made a lot of sense and that could do all the kinds of things that we wanted to be done, we would certainly take a look at it. The 4,000 is not a rigid figure as far as I am concerned, but it certainly is not an unreasonable benchmark either.

Mr Villeneuve: Minister, again pursuant to what you have just mentioned, I very proudly represent 23 very rural municipalities and only one has a population of over 4,000. Several of these municipalities are thinking of annexing adjacent areas. When that comes about, would it be your ministry's priority to look at amalgamation prior to annexing, or how would you treat these situations as they come about?

Hon Mr Sweeney: Given that we have suggested the 26 counties across the province

ought to look at restructuring themselves, I think that in some of those particular cases we might say, "Maybe it would be wisest if you were to hold back on annexation until you took a look at the overall county." Keep in mind that what we are really after is the opportunity to turn back to the counties, as we have to regions and large separated cities, a considerable amount of decision-making authority.

Mr Villeneuve: I noticed that.

Hon Mr Sweeney: I think we are thinking in different ways, but the whole goal is to make it possible for them to make more decisions affecting themselves. What the counties have very realistically told us is: "We would like to do that, government of Ontario, but we don't have the resources to enable us to do it. We don't have a sufficient taxing base. We don't have sufficient staffing with the expertise you need." Therefore, looking at the whole question of restructuring our existing counties to make those kinds of things possible seems to make a lot of sense. There is no doubt that is going to be our priority over the next two or three years.

That does not mean no annexations or amalgamations are going to take place. I am not suggesting that either, but I am suggesting that they will certainly be looked at with a careful eye to try and coincide with other activities that are equally important.

Mr Villeneuve: Speaking specifically, the united counties of Stormont, Dundas and Glengarry have possibly a larger number of people sitting at the united counties' table. John Cleary is probably aware of this. There are rumours that these numbers would be reduced. Do you have any idea what the criteria would be in reducing the numbers of, say, the united counties of S, D and G?

Hon Mr Sweeney: No, I am not sure of that. We are looking at a number of other areas in the province where restructuring government could very well end up in reduced numbers, given their current functions, but there would be another group of people who would be doing something different.

Let me give you an example. I was in Ottawa last Thursday or Friday—I forget which; I think it was Thursday—and there the Bartlett report coming out of the Ottawa regional government review suggests there should be direct election of regional councillors much as they have here in Metropolitan Toronto. Some of them are supporting it and some of them are not, but one of the concerns was that this would mean another 25 or

30 people on top of what they already have, another 25 or 30 politicians in that area.

Mr Villeneuve: Not "regional" government; that is the word you are trying to stay away from, I gather.

Hon Mr Sweeney: There is a regional government in Ottawa-Carleton. The point people were making to me there was, "What we ought to be looking at is, if we are going to have this other layer, do we continue to need to have the same number of people in the existing layers"? I think the answer is probably no." Therefore, when you ask whether the three counties you are interested in are going to stay the same as they are now, maybe not. In terms of the total number of people who are going to perform one function or another, I cannot say that. There is no magic figure. We do not have any particular figure that we are looking for.

Mr Villeneuve: Or a special formula that you would be applying?

Hon Mr Sweeney: At this point in time, no. We said yesterday that most of the counties in this province are unique in several particular aspects. We would want to incorporate those particular uniquenesses into whatever design finally ends up. At the same time, there would be a lot of commonalities. I suspect that when we reach that point, and we are a couple of years away from that, we might have a preferred number, let's put it that way, but we are nowhere near that yet. There is just too much work that has to be done with these reviews before we get close to doing that.

Mr Villeneuve: With areas that tend to have large rural areas with sparse populations in certain small centres and communities with more densely populated areas—and I am not sure whether the Tatham report was specific—would you intend to see a ward type of system in place?

Hon Mr Sweeney: I do not remember that in the report. Does any of my staff? I do not think there was anything in the report to recommend that. Whether or not individual counties or the majority of counties doing their reviews would come back with that observation, I just do not know, and certainly we are not going into the review with that as a given.

Mr Villeneuve: In a reply to my colleague Mr Cousens yesterday, I think you mentioned that your ministry is facing some additional responsibilities. Could you maybe expand on what those additional responsibilities have been?

Hon Mr Sweeney: Do you remember the context of that? I am sorry; I do not remember.

Mr Villeneuve: This is simply going on from Mr Cousens's question.

The Chair: He said either that you were a super minister or that you had a super ministry.

Hon Mr Sweeney: I would prefer the second. I certainly have a super ministry.

Mr Villeneuve: There are two specific cases pertaining to two municipalities close to the area I represent. One of them, which I formerly represented, is the municipality of Charlottetown. I questioned the Minister of the Environment (Mr Bradley) on Monday of this week and he did not seem to be aware that there had been a meeting with the Ministry of Municipal Affairs, the Ministry of the Environment and the municipality oriented towards what we consider—I think John Cleary could substantiate that—to be a fairly serious economic problem with a sewage system that went from an anticipated cost of \$2.6 million in 1984 to somewhere in the area of \$7 million upon recent completion.

I was told in the standing committee on public accounts that because eastern Ontario does not have a ministry responsible for eastern Ontario and the north has the Ministry of Northern Affairs and Mines, the municipality, the Ministry of the Environment and the Ministry of Municipal Affairs would be well advised to sit down together and there could well be situations where some funds could be provided by the Ministry of Municipal Affairs. First, has this ever been done?

Hon Mr Sweeney: Please correct me if I am wrong, but to the best of my knowledge, in that particular situation the Ministry of the Environment is funding that project at 85 per cent. I believe that is the highest rate available anywhere in the province. In my own municipality, when waterworks or a water pipeline were approved, we got 15 per cent. That is the other end of the support.

In our ministry, I am not aware of where we can give additional funds on top of the 85 per cent that environment is already giving. I know that one of my local officials in the Ottawa office—I think it is Marcia—has been talking to some people in that area and saying, "There might be some way in which we could give you a lower cost loan or help you out in some way like that," but to the best of my knowledge that is as far as any of our officials have gone and even that is not finalized.

The difficulty we have, Mr Villeneuve, is that provincial sharing of 85 per cent of the cost is pretty high. I understand what you are saying when the total value of the project has escalated

the way it has. I do not know to what extent the municipality, through the consultants it has hired to manage the project for it, has any flexibility at all to take another look at the final design and see if it can cut some of the costs out. I just do not know that.

Mr Villeneuve: That is all in place.

Hon Mr Sweeney: So that cannot be done. No, there is nothing within my ministry's budget or programming authority at the present time to allow us to top up the Ministry of the Environment's 85 per cent.

Mr Villeneuve: There is in northern Ontario, through the Ministry of Northern Development and Mines.

There is a real dilemma and I understand that the Ministry of Municipal Affairs has done a study as to the capacity of the municipality to cover the cost or the capacity of the individual home owner to cover the cost. I understand this was done quite recently. My figures show a 28 per cent tax arrears situation now, before an increase of some 300 to 500 per cent. We have some people on fixed incomes, some senior citizens, who pay from \$600 to \$800 a year at present and they will be paying from \$3,500 to \$4,500 a year after. Twenty-eight per cent of these people are presently in tax arrears.

I was advised by the Deputy Minister of the Environment (Mr Posen): "where municipalities have run into problems, we have been willing to review the situation in the kind of circumstances you are mentioning. Our advice to municipalities is to sit down with them at a meeting with ourselves and the Ministry of Municipal Affairs to consider the situation." I was advised this on 23 August of this year.

Hon Mr Sweeney: Mr Cleary brought this matter to my attention as well. We discussed some of those options. I had indicated to him that I understood. I mentioned a minute ago that officials from my Ottawa office were already in there and, quite frankly, looking around to see what they could do. I do not have an answer for you yet. I can only repeat that to the best of my knowledge, there is no program option within my ministry at the moment that would permit us to do it. If there is some other way we can get around to help, we certainly would be open to doing so. Can anyone of my staff shed any more light on that, or is that the best we know at the moment?

The Chair: Maybe Mr Posen might know. There is a fund in Treasury that as I recall was there to help in situations. I think it was a lender of last resort. If I am not mistaken, we as a

Legislature agreed that the Treasury could spend more money in that particular account this year, 1989, than was previously the case. Maybe Mr Close could inform us, having had a dual jurisdiction at one time or another.

Mr Reycraft: The bill, and I have forgotten the number, is still before the standing committee on finance and economic affairs.

The Chair: But the act, I think, is still there. I think this is an add-on to something that is already there.

Hon Mr Sweeney: Larry, can you enlighten us at all?

Mr Close: I think, Mr Chair, what you might be referring to is the Ontario Unconditional Grants Act in which there is a special assistance fund. However, the specific wording of that act speaks in terms of unforeseen expenditures or unforeseen revenue losses.

Hon Mr Sweeney: Larry, can I just interject for a minute? One of the things I have been signing lately is special grants to some northern municipalities where, for example, the local mine closed down and they overnight lose 60 to 70 per cent of their revenue. Now I know we can do that. When I was speaking to Mr Cleary earlier, I cited that as an example of that type of grant. Again, Larry, perhaps you can help me. My sense was that what we are talking about here with this water problem does not fall under that same heading.

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Mr Close: No. The specific wording in that section of that grant does refer to "unforeseen," and either grants or loans can be made under that section. Again, the stumbling block there is the word "unforeseen," and it would be questionable whether this is an unforeseen situation. It would seem that the council and the Ministry of the Environment entered into this project and everyone knew the facts, I suppose, except for the escalation.

Mr Villeneuve: In 1984, the facts were a cost of \$2.6 million and we have had a tripling. I have gone through a lot of documentation on this and most is attributable to changes in design, unforeseen situations and additional requirements by the Ministry of the Environment. Of course they say, "We pay 85 per cent," which they do. But the additional 15 per cent to a community that is in dire straits is not something that was anticipated, and I would think it qualifies quite readily under "unforeseen."

Mr Close: I would think that it is possible and I suppose it would have to be passed by the

lawyers. This is possibly what the staff in the Ottawa office were referring to, whether in fact this would qualify under that section of the Ontario Unconditional Grants Act.

Hon Mr Sweeney: Can I get just a little elaboration? The last number of letters I have signed relating to what you describe all contained a clause saying that this was for a specified time; in other words, that we expect things to turn around within a particular time. My understanding was that it just does not go on for ever whereas what we are describing here would have to be almost a "for ever" solution, would it not?

Mr Villeneuve: Not really.

Mr Close: I believe we are talking here about what probably would be some kind of one-time grant, which would lower the indebtedness of the municipality to a point where it could afford the annual repayments.

Mr Villeneuve: We appreciate that the cost per household to run the water treatment plant will be close to \$1,000 a year. That is expensive but not totally unforeseen. But going from \$2.6 million to \$7 million was definitely unforeseen and once they were halfway down the road, there was no turning back.

The Chair: Mr Cleary and Mr Villeneuve will be happy to take any assistance you can give them.

Hon Mr Sweeney: We will continue to look into it as we are already, but we do not have an easy answer for you right now.

Mr Villeneuve: There is a major out there and it is not an easy solution either for the residents of the Purcell subdivision or the municipal officials. It is a toughie.

Mr Cleary: Just to bring you up to date, the minister had asked about an update from the staff. Hans Feldmann is up to date on what happened last weekend there at the meeting we had. You explained it properly to Mr Villeneuve.

The Chair: Since I have not seen a hand up for a while, maybe we could have the minister give us some more information that he got overnight. If somebody has an urgent question as you go along, I might interrupt you.

Hon Mr Sweeney: Sure. Mr Cousens asked yesterday what the record showed about the number of times that the minister overturned hearing officers' decisions on developmental permits dealing with the Niagara Escarpment Commission. The answer is none.

The second question was as to how consistent the minister's position was on the Niagara plan

amendments with the commission itself, and the answer is 100 per cent. The one thing that we do not have and are trying to get still is the number of times the hearing officer's decision is not consistent with the commission's decision. I understand that that happens occasionally. We do not have that number, but it would appear that for at least the last 12 months, both for amendments and for hearing officers' developmental permit decisions, the minister's office has been consistent. Beyond 12 months, I do not know, but the last 12 months that is the record.

The Chair: How about the last 12 weeks?

Hon Mr Sweeney: I do not know.

When I had indicated that the ministry had been restructured recently, one of the members made the comment, "How can we deal effectively with the estimates if we are dealing with two different ministries?" The point I was trying to make yesterday was that it was the internal functioning of the ministry that had changed, but I had asked what impact this change made on the estimates.

I have been given the following information: There is no change in the total amount of the estimates as a result of this change. There is no change in the overall salaries of staff as the result of this. There is no change in the direct operating expenses and there is no change in the transfer payment programs.

I mention that only because I think you would realize that that pretty well constitutes most of our estimates budget. So in those four significant areas, the estimates are not different before the internal restructuring and after. I think I explained yesterday how the operation of the ministry has changed over that time, but it does not impact upon the estimates.

Yesterday, I believe Mr Cousens asked Duncan Allan to explain the breakdown of the \$268,000 that is listed in the budget for the waterfront development. Let me point out to you, if I can just find the right sheet, that last year Mr Allan's office returned to the ministry \$62,000 and this year it is under budget by approximately \$36,000 to \$40,000. One of the reasons for that is that the position of planner, which is within the budget in fact, has not been filled. Is that right? The position of planner has not been filled?

Mr Allan: That is correct.

Hon Mr Sweeney: The overall figures, as I indicated to you yesterday, are: Mr Allan holds the position of deputy minister and he has an executive assistant. He has a senior secretary and a temporary staff of summer students. That is what makes up the total number of considerably

less than \$268,000. I think that is the breakdown. I have the individual figures if anybody wants them.

The next question had to do with Bill 20 and the imposition of levies. I think it was Mr Cousens again who suggested that that was going to result in a 40 per cent increase in the tax rate in York region. I had not heard this figure before but some of my staff had. They pulled out the basis of that and, in fact, it is not 40 per cent; it could be as high as 19 per cent.

The reason for that is that under the present levy system where there are no restrictions and no regulations whereby municipalities can raise levies for a whole number of things, Bill 20 is going to reduce the number of things that you can raise levies for. For example, as the bill now stands, while you may build libraries, you cannot use the levies to put the books in the libraries. While you can build firehalls, you cannot use the levy to put a fire engine in the firehall.

I am not suggesting that everyone is totally happy about that. I am just saying that that is one of the differences under the present bill and the present levy system.

If regions such as York were able to include under the levies a whole lot of things that they will not be able to include under the new bill, then obviously it is going to impact on their tax rate. That is true. But our best estimate, even if everything is as York thinks it is, is that we are looking perhaps at 19 per cent but not 40 per cent.

The question was raised, and I think it was by Mr Breaugh but I am not sure, about the greater Toronto area estimates. Prior to 2 August, I think, GTA reported to the Treasurer's office. The full budget estimates of GTA are still in the Treasurer's office until, I guess, the next round. So although Mr Church reports to me now and the GTA is part of my responsibility now, you will not see his budget of \$2.3 million in these estimates. That is in the Treasury estimates. I think that was the question.

To the best of my knowledge, Mr Chairman, those were the issues that were left hanging the last time. I have already mentioned to you that Mr Church is here if members wish to either question him or have him give them an overview of what is happening in the GTA. That is at your discretion.

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The Chair: One of the major items of discussion on Bill 20 was whether or not levies could be directed to hospitals. You might say you are not the Minister of Health, but you are interested in the financial health of municipali-

ties. What do you think about lot levies and some of it going to hospitals?

Hon Mr Sweeney: I am in a rather awkward situation because, in addition to being the Minister of Municipal Affairs and wanting to be as helpful as possible to the municipalities, I am also the Minister of Housing. I think it has been fairly widely reported that one of my goals in the Ministry of Housing is to get more affordable housing on the market.

I am being told by people out in our various municipalities across the province that if we have levies that are too high or too numerous, then we are going to impact on the ability to put affordable housing on the market. Therefore, on the one hand, I would certainly like to be helpful to municipalities in raising whatever funds they need to raise, including their support for hospitals. As Minister of Housing, I think that perhaps the current bill is about as far as I would like to see it go. I do not know how helpful that is.

The Chair: Well, there is the opportunity then for you and the parliamentary assistant to the Treasurer, the member for Middlesex (Mr Reycraft), to disagree on that matter.

Hon Mr Sweeney: The last time I heard, and it was not very long ago, the Treasurer (Mr R. F. Nixon) agreed with me that it would not be appropriate to use lot levies for hospitals. If he has said something different in the last three or four days, I am not aware of it.

The Chair: That is a very difficult issue when in fact some municipalities have used lot levies to fund hospital expansion.

Hon Mr Sweeney: And you would be well aware of the fact that one of the reasons why Bill 20 was brought in in the first place was because of the wide variance across the province as to what the lot levies were being used for.

It is my understanding that when levies were first introduced, they were to be restricted to hard services like sewers and water lines and sidewalks, those kinds of things which you could very easily identify with the house that is going on the street. Over a period of years, some municipalities, in particular one not very far to the west of here, found ways to use those lot levies for many, many wide and wondrous activities.

My sense was that the province was becoming a little bit concerned, the construction industry was becoming a little bit concerned and my predecessor in the Ministry of Housing was becoming a little bit concerned, about the impact that that was having. The decision was to bring in

Bill 20 to stabilize and to some extent regularize across the province what lot levies should be used for.

There is no doubt about it that there is a whole range of things that they could be used for, including hospitals, including putting books in libraries and ambulances in hospital garages and fire trucks in firehalls. There is really no limit to it. But I guess somewhere along the line we have to ask for a balance here, and ask, "How much are we going to load up on the first-time home buyer in a municipality with respect to these new costs?" I have to go back and repeat what I said before: I think that Bill 20 goes far, far enough. If you were to really press me awfully hard, I might say it has gone a little too far. But I will not win that argument, so there is no sense in my trying to make it.

That is only one minister's opinion, obviously. I think it is a balance, quite frankly. Where are we going to get the dollars to pay for these kinds of services? My sense has always been—and I believe that is the history of this province, regardless of which political party has been the government of the day—that the support in municipalities for a wide range of services is spread across the entire municipality, and I would be reluctant to deviate from that to any great extent.

We all know, for example, that certain segments of our population, particularly our elderly population, have questioned very seriously whether or not they should continue to pay education taxes, saying, "We don't have any kids in school and we don't get any benefit from it." I am sure you have heard the arguments as well as I have. People who say they can look after all the needs of their own homes as far as fire protection is concerned say, "Why should we pay taxes to support the fire department?" The list is endless.

It seems to me that the fundamental basis upon which we have financed municipalities and municipal services in this province for as long as I know—and others probably know for longer—has been on the basis that everybody chips in and everybody pays. Whether you actually use the service or not is not the issue at stake.

I can tell you, I have been living in my house now for 26 years and I never have had the fire department there. I must say I made good use of the education system, so I have no arguments there.

I guess that is it. We are really at a philosophical turning point, and I am becoming a little bit concerned that we may just turn too far,

and yet I do not have any easy answers as to how we pay for all of those other things.

The Chair: I suppose you could put a limit on them and deconditionalize them so that they did not affect what you call affordable housing and so that the municipalities have the flexibility.

Hon Mr Sweeney: Again, someone is going to have to help me here, but before Bill 20 went in, I understand the first observation was that there was going to be financial limitation; in other words, you could not raise a levy any more than \$5,000 per lot. A number of municipalities in this province that have levies which are considerably higher than that objected very strenuously, and what you have now is the other way of doing it. Whether any of my staff knows more about that than I do, I do not know, but that is what I am aware of.

Certainly it is an alternative and a number of municipalities in the province are probably considerably below whatever limit you want to set. As you well know, there are many municipalities in the province that have either no lot levies at all, none, or that have very low ones. By very low I mean \$1,000 or \$2,000. Then there are others that are up around \$15,000 or \$16,000. There is really no rhyme or reason why you go to that extreme, except that some municipalities have decided that this is a very easy way to raise money. You do not have to raise your taxes, you do not have to face the wrath of your taxpayers and you can do just about anything you want with it.

Given the fact that the housing market is very tight in certain parts of this province, mainly in the large urban areas, the areas surrounding Metropolitan Toronto and Ottawa-Carleton, they can ask for those and get them, because the builders in that area and the first new home purchasers in that area do not have much choice. I do not think that is a very healthy situation in which to be making these kinds of decisions.

The Chair: I have before me the communication with municipalities in which you set out your priority housing areas. It is fairly easy to understand. I guess you have all the regions in which you have designated municipalities, and then you have another list which you call high-priority areas also, but they are not connected necessarily to any geographical area. Can you tell me what the rationale was in selecting these areas?

Hon Mr Sweeney: I cannot pin them down specifically, but the basis upon which a list of names was made was to look across the province and see where there was relatively rapid growth

taking place already or whether it was a good guess there would be. In some other cases, it was dealing with the fact that certain areas of the province would be logical for growth over the next five to 10 years. In many other areas of the province, there is very little growth taking place right now and likely will not be for a range of reasons.

I am sorry, I cannot tell you what all of those reasons were, but it was basically: where are the pressure points right now and where was it expected that there would be pressure points in the very near future? They are the ones where we wanted to be sure that the 25 per cent affordable housing would apply, the three-year supply of lots and the 10-year supply of defined residential land.

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Beyond that, I am sorry, I cannot comment. Given the fact that I think that was a Ministry of Housing directive, if I am not mistaken—is it? I just do not know whether any of my staff know any more about it than I do.

The Chair: If it was, you have got it on the wrong letterhead.

Hon Mr Sweeney: That is possible.

The Chair: That may be a problem you have over there.

Hon Mr Sweeney: Bob, maybe you can help. This one is "Municipal Affairs, October 11, communications and information services." Do you know any more about it than what is in the thing itself?

Mr Nykor: The particular letter to the various municipalities? Is that what you mean?

Hon Mr Sweeney: Yes. It is addressed to all MPPs, communications and information services, priority housing areas. From what I can see, this is simply a list to all MPPs as to which areas are included. Let me go back and repeat what I said before. The decision as to which areas to include I think was the Ministry of Housing's. Diana, can you give us some enlightenment there?

The Chair: Would you introduce yourself please for Hansard and then proceed.

Ms Jardine: Diana Jardine. I am the director of the plans administration branch, central and southwest, Ministry of Municipal Affairs.

It was a joint decision. The policy statement was issued jointly by the Ministry of Housing and the Ministry of Municipal Affairs, and there were a number of factors that we looked at in targeting key municipalities, primarily the cost of housing

and population growth. I think you will see they are primarily the regions around the greater Toronto area, Kitchener-Waterloo, Ottawa-Carleton, London and Windsor areas.

The communication that you have is basically a copy of the letter that the minister sent to the clerks of all the target municipalities, indicating to them what their obligations are under the housing policy statement, that is, they are to prepare a work program which sets out how they are going to meet the objectives of the policy statement by the work programs to be prepared by 1 November of this year.

The Chair: The problem that I have with the list is understanding it. For instance, why would Barrie and Orillia not be on this list? There may be a very logical explanation, but I do not know what it is.

Ms Jardine: I think the idea was that we wanted to target some key areas, so we selected the key areas, such as Metro, and the census metropolitan district around those areas. So it was the key urban areas. Specifically why Simcoe is not on it, I cannot speak to that at this point.

The Chair: You had better use your words pretty carefully here, because I happen to live in that area, which I do not consider as a metropolitan area. I am north of Highway 9, and people up there do not like being called metropolitan. I am kidding you, but it is hard to understand why you would have some of the municipalities here—Orangeville, for instance—and you would not have Barrie.

Ms Jardine: Actually, I suppose I could pass the buck, because these are census designations, so there are some rural municipalities and smaller urban communities that are included in that larger area. The idea was to really target slightly larger areas in order to get a balanced look at the range of housing that was provided in the general area, a range of incomes and an idea of the overall population that would be served by any specific new housing that would be built.

Hon Mr Sweeney: What does it mean if Barrie is not on that list?

Ms Jardine: It still must adhere to the housing policy statement; it is just that it has a slightly longer time frame. We are not as specific in terms of the time frames and the obligations.

Hon Mr Sweeney: So they would not be subject to the 1 November deadline?

Ms Jardine: That is right.

Hon Mr Sweeney: But it does not mean that they are not expected to have a similar level of affordable housing.

Ms Jardine: No; and they must be in regard to the policy, yes.

Hon Mr Sweeney: They are just being given more time, that is all.

The Chair: I would love to take that as gospel, but there is a lot more written into this than appears in words.

Mr Charlton: Unfortunately I do not have the material in front of me, but can you define for me how the program defines "affordable housing"?

Hon Mr Sweeney: My recollection is that we look at the 60th percentile of income in that area and then determine what price of house would have to be sold so that people within that 60th percentile could afford it. Now, I cannot translate that into an exact figure. Can you, Diana?

Ms Jardine: It will depend very much on the area, the metropolitan census area. Also, we then looked at what form and density of housing could be built within that price range. So the idea of the policy statement is not simply to target house prices but to increase the density, range and mix of housing that would be provided.

Hon Mr Sweeney: A rough estimate, and it is really rough, is that if you take the income, and I think it is family income, and multiply it by three, then you are going to get approximately the price of the house that they could afford to buy. In other words, if you are looking at a \$50,000 income, you would be looking at about a \$150,000 house. Now, that is not exact, but that gives you a rough ballpark. Ken, am I close?

Mr Whitwell: That is very close, yes.

Hon Mr Sweeney: So if you were to say that in a particular census area the 60th percentile of incomes was roughly \$40,000, then an affordable house in that area would be roughly \$120,000. I think I am close.

The Chair: Can I take another whack at it? Under other "also designated 'high priority' areas" there are only—I am not sure how many—96?

Ms Jardine: There are 96 municipalities.

The Chair: That is the whole list, but I mean under the other list; you have another list here.

I come from Simcoe county and you have Beeton, Bradford, Orangeville, Tecumseth, Tottenham and West Gwillimbury; about 20 per cent of the municipalities named beyond the region are those, and you are saying to them that they are priority areas for affordable housing. Now, two of those are townships where there is not a lot of development. I am trying to get a sense of what kind of message the minister is

giving to those municipalities. There is more to it than the fact that they are designated. We probably will not win, but I am going to ask you, what does it mean?

Hon Mr Sweeney: They are immediately north of York region, are they not? I think there is a reasonable guess that is where the next push is likely to be. I could be guessing, but I think that is reasonable.

Ms Jardine: There is certainly a considerable amount of pressure in that area now for housing.

Hon Mr Sweeney: I cannot answer all of you, but I think that when they looked at them, they said: "Where is it likely to take place? Where ought we to be ready?" Now, they may not prove to be accurate, but I do not think the places they have looked at are unreasonable.

Mr Charlton: I think these reasonable guesses are better guesses than the last administration made at Townsend and Satellite City.

Hon Mr Sweeney: To the best of my knowledge, with the possible exception of Seaton, I do not think we are planning to develop any more new cities or towns, and even there we are talking about something quite different. No, we are not looking at that at all.

Mr Charlton: No, we are just talking in terms of numbers and where development would happen.

Hon Mr Sweeney: Yes, I know.

Mr Villeneuve: I have had a number of requests and one in particular from a municipality in the immediate area of the city of Ottawa known as Gloucester. Possibly you may be looking to some of your advisers on this one. It has to do with an area of concern that some concerned taxpayers in Gloucester township feel that the city has contravened clause 112(1)(c) of the Municipal Act by selling land to a company known as Tel-Sat below fair market value. My understanding is that Tel-Sat, upon completing and using the land it required or needed, has flipped the balance for a fairly substantial profit. Has your ministry looked into this, and what information can we provide to the concerned taxpayers of Gloucester?

1630

Hon Mr Sweeney: You are right; there is someone here who knows far more about it than I do.

Ms Vidal-Ribas: I am Victoria Vidal-Ribas and I am the director of the legal services branch at the Ministry of Municipal Affairs. In response to your question, Mr Villeneuve, I am aware of

the situation. I have been in contact with the taxpayer in question. This individual has forwarded to me the concerns he has concerning the city of Gloucester.

The taxpayer's remedy, if he is of the strongly held view that there is wrongdoing, is through the courts. He may seek a declaration through the court system that there is some irregularity in the way the city is conducting its business. The Municipal Act is an act administered by the Ministry of Municipal Affairs and in the normal course, the ministry does not intervene in these sorts of situations for the reasons that it would not interfere with the principle of municipal accountability.

Mr Villeneuve: I gather you were the solicitor attached to the Ministry of Municipal Affairs?

Ms Vidal-Ribas: That is correct.

Mr Villeneuve: Under the Ministry of the Attorney General?

Ms Vidal-Ribas: That is right.

Mr Villeneuve: You have looked at the allegations and requirements of the article mentioned and have passed some sort of legal opinion?

Ms Vidal-Ribas: Based on the information I have, I cannot comment on it one way or the other. I have seen the allegations made by the taxpayer in this case and the response the city has made to the taxpayer. It would not be appropriate for me. It is really a matter for the courts to decide whether or not this particular individual's allegations warrant a finding that there has been wrongdoing on the part of the city. It would not be appropriate for me to comment.

Mr Villeneuve: But just a bit further here, there has been a 29.4 per cent increase in municipal taxes in the municipality of Gloucester, the petition requesting that your ministry review the city's financial planning process has been endorsed by more than 8,000 ratepayers of Gloucester and the people who have signed this letter strongly support this.

Are you in the process of analysing some of the financial implications, the financial arrangements that Gloucester has with different people? Has that been looked at?

Ms Vidal-Ribas: I will ask Mr Clifford from the field services area to respond to that. I have not been looking into that particular aspect of it.

Mr Clifford: I am Curry Clifford and am with the field management branch. Yes, we have received a request from the ratepayers to review a number of decisions of the council and we are in the process of doing that review right now.

Mr Villeneuve: So the review is ongoing at present and you will be reporting to the minister—

Mr Clifford: That is right.

Mr Villeneuve: Could we have a time frame?

Mr Clifford: Within the next couple of weeks, we would anticipate.

Mr Villeneuve: So in early November you should have a report to the Minister of Municipal Affairs with your findings and recommendations?

Mr Clifford: That is correct.

The Chair: While you are still at the table and somebody here knows something about it, this is probably a good time to mention that it is always difficult when there are charges laid but as you know, there were charges laid following the municipal election in Wasaga Beach and that matter is before the courts. I am not exactly sure what the situation is in Tiny township, but it seems to be taking an inordinate amount of time to get resolution of either of those matters.

It does not seem so drastic in the case of Wasaga Beach, where the person being charged did not win. It is my understanding that the person who may or may not have been charged at this point, I am not sure, is sitting in Tiny and it may be that they are kind of waiting for the results of Wasaga Beach to see whether charges even should be laid in the case of Tiny. Can you bring me up to date on that or make any comments that might be helpful?

Mr Clifford: It is my understanding that in the case of the Tiny township investigation, the police have left the results of their investigation with the crown attorney and the crown attorney will make a decision as to what action should be taken.

Hon Mr Sweeney: So it is in other hands.

The Chair: Oh, I knew that was going to be the answer, Minister, but I wanted to phrase it in such a way that I did get some comment at least and did not provide a place for you to duck.

Mr Villeneuve: Supplementary to that: Is it also your responsibility to delve into the way municipal officials finance their method of getting elected and all of the implications that follow? Is that your responsibility?

Mr Clifford: We set a broad framework for election financing. It is not a matter for our investigation. There are certain accountability checks that are there. It is not something that the ministry has resourced or—

Mr Villeneuve: Who is the enforcement ministry to municipal politicians' financial—

Hon Mr Sweeney: The ratepayers and the courts. It is not the ministry. A local elector, I understand, has to lay a charge and go to court. That is something I mentioned in my opening comments that we felt was not a desirable situation to be in. If there is more than that, could someone share it?

Ms Vidal-Ribas: No, that is it. There is a process through the judicial system for resolution of any allegations of wrongdoing, say, in a municipal election process. That is something that is outside of the activity of this particular ministry, other than having the legislation administered through it.

Hon Mr Sweeney: There is one other element, Mr Villeneuve, that you are probably aware of, and that is that election fund-raising returns are left with the municipal clerk and if there is anything wrong with them he or she reports to his or to her council, as the case may be. Now, there are certain things for which you simply have to give up your seat if, in fact, you have done things you ought not to have done. But other than that, in taking someone to court it is the elector who has to do it and it is, in my judgement, not the best system. And between now and 1991 we would hope to have something else in place.

We have already met with the Commission on Election Finances, which looks after the province, and asked it to give us some guidance and advice as to what it thinks we ought to do at the municipal level so that we have got an arm somewhat removed. In my judgement, it is putting the clerk in the rather awkward situation of having to take information from the very people with whom he is working and then turn around and report on that to the council for whom he is working. That is an awkward situation. The clerk does not have the authority to do anything; he just collects information and passes it on. But even still, that is a tough situation to be in.

Mr Villeneuve: In light of what is happening at the provincial level and some of the hearings that are presently occurring, it may be a good idea for your ministry to have a look to see if, indeed, the financing of municipal politicians' elections was according to what it should be.

Hon Mr Sweeney: The difficulty, I think, was that the new legislation that was used in the 1988 election had not been out very long and nobody was that familiar with it. After that one election we discovered a couple of things that were not working the way the legislators had planned to make it work. We have got a couple of years to

take a look at how we can make some changes between now and 1991 and we are looking at it.

We have consulted with other outside organizations as to what they think we ought to do and, as I say, the provincial election expenses commission and Donald MacDonald, in particular, have been very helpful. The one thing that they suggested, however, quietly, was, "Please do not give it to us to do." But they do agree that there should be some kind of arm's-length mechanism and they did make some suggestions and we are looking at them.

1640

Mr Villeneuve: I appreciate it can be a very hot potato when there is a real controversy, but someone somewhere is going to have to solve this. Thank you.

The Chair: Thank you. It was requested that Gardner Church be here today. What would you like Mr Church to do?

Hon Mr Sweeney: Well, I gather that the couple of people who mentioned Mr Church's name asked for two things: if he would give the committee an overview of what is happening in the greater Toronto area in something less than an hour and 20 minutes and also share with us the sorts of activities that he is engaged in at the present time and then be open to questions about the GTA. If the committee is supportive of that, I would like to suggest that he be invited to come forward and do that.

The Chair: Please do, Mr Church.

Mr Church: Thank you very much. My name is Gardner Church. I am the deputy minister for the greater Toronto area, now reporting to the Honourable John Sweeney. I have to repeat that, because the Honourable Robert Nixon keeps telling me that I now report to the Honourable John Sweeney.

Recognizing that the interest of the committee is probably fairly general, with your permission I will just touch the high spots of what it is we are about and give you some sense of the process we are going through. A very quick bit of background: The government, I think, became concerned in the mid-1980s that the pace of growth in this area—and for the sake of argument, the continuous urban area that we are referring to starts basically in Burlington and continues on through to Bowmanville through the lakeshore communities of Oakville, Mississauga, Metropolitan Toronto, Pickering, Ajax, Whitby and Oshawa and goes north. It is debatable how far the solid urban community goes north, but it certainly goes as far north as Newmarket and in

an arc around that area. There are those who would argue that the area Mr McCague was talking about earlier in south Simcoe is currently facing those same kinds of pressures, but they are not included within our area of analysis for the sake of having to draw boundaries somewhere.

What became fairly apparent in the mid-1980s was that the capacity of the infrastructure in the ground, the capacity of the infrastructure available to the communities, was insufficient to cope with the kind of growth that was occurring. I think to be quite blunt about it, capital planning and capital expenditures had stopped keeping pace with growth from about the mid-1970s, and it was beginning to catch up essentially to all of the communities and certainly with the province.

The province at that point put together a group under the chairmanship of Eric Fleming, who was then the acting Deputy Minister of Municipal Affairs, essentially to work with the senior municipal staff in the area, the chief administrative officers, on a body called the Greater Toronto Co-ordinating Committee, to generate some data on what kinds of issues we were facing, what the scale and magnitude of the issues were, and basically to ensure that the various political bodies looking at these issues, essentially the 35 municipal councils in the province, were working with a common set of data and a common set of perspectives.

As a result of their work, a fairly significant amount of agreement was reached on the trends that are going to be occurring in the GTA over the next 20 years. Essentially, they reported that they had reached agreement among the planning commissioners—including, by the way, Treasury—that over the next 20 years, between 1.5 million and 2 million people are likely to move into the greater Toronto area.

If current trends continue, most of them will be accommodated beyond the existing urban boundaries; most of them will be accommodated essentially in areas that are now on the edge of that urban mass I described. That is quite consistent with what has happened for the last 40 years or thereabouts, and it would continue. They also reached the conclusion that the deconcentration of employment would continue, but not to nearly the same degree. The employment centres would essentially remain the areas that now have significant employment and, to make a long story short, the amount of commuting by road from the newly urbanized communities to the established employment centres would mean a doubling or trebling of road traffic in those areas.

For those of you who have tried to move east, west, north or south in those areas around the edges of Metro, you will note that there is not the road capacity to accommodate any of that. So that was really the beginning of the information that was brought forward to cabinet and to the municipal councils, suggesting that the current pattern of growth was not sustainable strictly on the basis of the transportation implications.

That then led the government to suggest that an effort be made to work with the municipalities through a collaborative exercise to try to plan some alternative way of managing growth. To summarize, we, in the last year or so, have been working—again, mostly at the staff level, mostly from the point of view of generating information—to essentially put forward the issues to councils and to ourselves, to our own political masters, to permit some consensus to begin to emerge. We are heading towards a series of what I think are fairly significant seminars next month, with all of the elected people within the GTA being invited to one of five seminars being held across the area. At those seminars, the data that has been generated will be presented. I think a fairly unanimous conclusion will be reached: that the current trend cannot be permitted to continue without some fundamental changes.

We will then be looking for advice from the elected people as to how to proceed from there. Our job, essentially, is to work with the municipal politicians and the municipal councils to generate the information that will allow them in their regional planning processes, and the province in its processes, to begin to address some fairly comprehensive issues like how to accommodate this kind of pressure.

As a quick summary of the kinds of options the municipalities and the province will be looking at, obviously one option is to try to stop the growth: to divert it to other places, to prevent the growth from occurring in the way it would occur, and continue to function with essentially the same population base we have now. That is a fascinating option, and it has some fairly strong advocates in some parts of the region. One of the important issues that the Greater Toronto Co-ordinating Committee will be wrestling with and trying to put forward to the councils is the relatively spotty record, anywhere in the world, of trying to deal with growth in that kind of "Let's stop it; let's have it go somewhere else" kind of mode. There has been a fair bit of success in stopping growth in a particular localized area, but, like a sack of water, it tends to come out somewhere else in the same general vicinity.

There has been very, very little success in significantly changing the rate of growth in an economic area of any size. The two best examples we have been able to come up with are Moscow and Johannesburg, and I think just by definition you begin to see the kinds of—

The Chair: Could the committee go there?

Mr Church: You tempt me, but I will carry on.

Hon Mr Sweeney: The chairman does not need to be encouraged.

The Chair: That would be a nice trip for you, Minister; I am just trying to be helpful.

Mr Church: The reality is that Moscow set its population limits at about 5 million people in the 1940s. They established very tight residency requirements, residency permits, internal passports, and when the population got to 11.5 million, given the new enlightenment in Moscow, they have confessed that their growth management has not really worked. More fundamentally than the fact that they have not been able to control the growth is the fact that they stopped planning for the growth, because they said the population was going to be 5 million. There is a certain bureaucratic consistency to this kind of reasoning: "Because the population is going to only be 5 million, we are only going to provide the services for 5 million people." Moscow now finds itself in a situation in which it has services for 5 million and a population of 11 million. I think that number is a debate; I think they are bigger than that now.

Johannesburg's method—I think I need not comment—of growth control is not one that should be available in the North American ethic. So one of the things we hope to be presenting to the councils and to the councillors is a recognition that whether we like growth or do not like growth, growth is happening here at a rate of 2.5 per cent per year; it has been happening at that rate, slightly higher, slightly lower, since the war, and even with the changing demographics, there is no evidence that it is going to change dramatically. Our capacity as a government, our capacity as a society, to dramatically affect that is not very high.

So essentially the challenge then becomes: How do we manage it? At that point, really, the society has a number of fairly distinct and significant options. One could choose to try to accommodate the growth within the existing urban area almost entirely. This is called intensification or concentration—critics call it Manhattanization—but it is an option that is at

least conceptually, theoretically, sustainable. You can build the subways, you can build the systems that would allow people to live in a more concentrated form. In all probability, both from a municipal and a provincial point of view, the social and economic and environmental implications of that are probably not acceptable. That probably is not the extreme to which you want to go. I raise it strictly as an example of the kind of concepts that the municipalities can wrestle with.

1650

At the other extreme is the concept of saying, "Well, if folks are going to live in this highly dispersed way, let's service them." Well, clearly you cannot service developments at three to the acre by transit. That means building the expressways, and the critics have called that Los Angelesization.

If you like, those are the two extremes that are available in terms of managing growth over the very long haul. I think, quite appropriately and quite apparently, neither of those extremes are likely to be adopted in any kind of collaborative approach. Something that consists of some concentration around existing growth nodes, around existing communities, some intensification, and some development of new communities such as Seaton that the minister mentioned a few minutes ago, are likely to provide the basis for a strategy.

To wrap up: As they develop the strategy and as we work collaboratively to develop the strategy, I think it is important that we maintain a perspective on some of the opportunities we have. Described as I have just described them, the challenges are pretty severe, but at the same time the opportunities are fairly great.

We have probably the most sophisticated rail network in North America, in and around this city. We do not use it extensively for passengers, but there is no reason in the world that as we plan into the future, we cannot build transit-dependant nodes, we cannot make those systems work. I have not been able to authenticate this separately, but I was advised the other day by one of the people working at Canary Wharf that, mile for mile, people for people, we have more rail capacity than London. I do not know that, but it is an interesting perspective.

One of the other strengths we have, that we often overlook, I think, is a fantastically strong and mature municipal system. Most major urban areas, both in North America and Europe, are beset with a great deal of fragmentation within their municipal systems. The number of jurisdictions that have to agree before anything funda-

mental can change is quite staggering, so the potential to reach any kind of broad consensus is relatively low. Particularly in the United States, with home rule and constitutional requirements, it is exceedingly difficult to do that kind of thing.

Here in this jurisdiction, where we essentially have five major planning areas and 35 municipalities, once there is a clear understanding of the kinds of pressures we are facing, I think the probability of reaching some agreement on how to manage it is reasonably high.

The other great opportunity we have is that this is still an urban area which can affordably be served. That in some senses is almost counterintuitive, given the fact that the municipalities and the province and the federal government are all faced with very substantial financial challenges. But the reality is that if this urban area continues to function—and by function, I mean that essentially the congestion is kept at a manageable level, the housing is kept no more unaffordable than it is now and hopefully made more affordable; that essentially the indicators of prosperity in the area remain reasonably good—then we can look forward to an economy of, let's say, Y size. I am using Y, because I have not been able to get the economists to agree on what 20 years of relative prosperity mean. But it means an economy in the trillions over 20 years' time.

If, on the other hand, we fail to meet this challenge, the economy will be substantially smaller; one can argue whether it is three quarters of Y or two thirds of Y, but it will be smaller. And in those economic considerations, the amount of funds we have to find from this economy to finance infrastructure is relatively insignificant. They are in the billions of dollars, and they are going to create very serious tax, fiscal and financial policy questions for the province and the municipalities, but they are not beyond the capacity of this economy to afford.

We are not facing the kind of hopeless or nearly hopeless urban situation that places like Buenos Aires and Rio de Janeiro are facing—or, for that matter, Detroit or Washington. We have strong fiscal capacity within the greater Toronto area, and provided we have some reasonably clear consensus on where we are trying to go, I think there is a relatively good probability that over the 20-, 30- and 40-year period we can produce a fairly good infrastructure financing and an urban structure plan.

The one concluding note I would make is that there is no short-term fix on this kind of approach. We are talking here about asking

people to recognize that even if we decided tomorrow, as a group of 35 municipalities in the province, what needed doing, by the time you go through the planning phases, the environmental assessment phases and the construction phases, we cannot make fundamental differences on the ground within 10 years for that kind of very major change of direction.

So what we are really saying to the municipalities, and I hope the municipalities are now saying back to us, is that we must find time in our schedules to give some thought to the longer term and to try to put together some capital plans, social plans and structural plans to make the long-term urban environment here a little better than it is at the moment, and certainly no worse.

I think I kept within the time line you gave me, Minister.

Mr Villeneuve: Thank you very much, Mr Church. You reign over one of the most economically buoyant urban areas anywhere in North America. What is the approximate population of the greater Toronto area?

Mr Church: The population right now officially is about 3.9 million; in fact, it is probably about 4.3 million. There is a fair divergence between the official population and the actual population.

Mr Villeneuve: You can never quite catch up with the rapidity of the growth.

Mr Church: And there are a lot of people in some areas who are living in housing that they do not want to confess has tenants.

Mr Villeneuve: Interesting. It is amazing; the areas with the rapid growth do not want it, and the areas that I guess my colleague Mr Cleary and I represent, which do not have it, want it. Somehow or other, never the twain shall meet. I hope it does.

What this incentive or penalty—or do you have such a project?—to discourage people from setting up initially here—I can see where manufacturing has to be close to where its product may be used, but the service industry is rapidly growing, and I think the service industry could do very nicely in some of our smaller communities and be a real, positive aspect to those communities whereas it would be a drag or an additional burden on the GTA. Is there anything in place now, or do you foresee anything?

Mr Church: I think the answers to the two questions are quite different. There are a number of programs in place now to stimulate regional development in other areas, and there are a number of circumstances in the GTA, such as the

commercial concentration tax, that marginally discourage activity in the area.

One of the things that we are trying to work on with the Ministry of Treasury and Economics and with the economic development departments of the various regions is analysing the kind of growth that Toronto and the Toronto area is attracting that is, if you like, international in its settlement decisions. The choice is not whether it settles in Toronto or Windsor but whether it is going to be in Toronto or Atlanta.

We do not want to discourage, quite frankly, that kind of growth, because that kind of growth is the breadbasket, to a very large degree, not only of the Toronto area but of the province and the nation. The Toronto economy is important to a great many of us, and I think there is some fear—and this is not a policy statement, it is just an observation—that in the effort to ensure that the growth in this area is manageable, we do not kill the goose that is laying the golden eggs.

A great deal of the economy of the country depends on continued prosperity here, and Treasury is trying to work on a balance that encourages a very distinct regional development, regional deconcentration strategy, such as the movement of all the ministries that have been moved out in the past number of years, a very significant number of jobs that have been moved north and east; such as the efforts that were made with Goodyear Canada Inc last year to move to eastern Ontario—what I consider central eastern Ontario, being from farther east than that. Those are the kinds of incentives that are in place.

I think we, as a government, would view with some considerable alarm a decision for a bank headquarters to be established in Atlanta instead of in Toronto, so we have to be careful in terms of the types of encouragement and discouragements. We must remain internationally competitive, and by remaining internationally competitive we would, hopefully, still be a fairly attractive location for those firms that require major urban centres to locate in.

Mr Villeneuve: Again, we go back to the service industry, which is basically people oriented. We have to recognize that a certain salary here in Toronto is an absolute requirement. It has to be high. You could take considerably less money in communities that are outwith the GTA and still have a standard of living comparable. The services are in place. Many of our less-populated areas have schools that are quite prepared to service, without additional costs, the students who may be coming there.

One of the concerns I have is the requirement by a number of ministries to sever a parcel of land in rural Ontario on which to build a nonagricultural-related residence. I will quote something from the Ministry of Agriculture and Food. I know it is not your ministry, but it really concerned me when a farmer asked for a retirement lot and was told by a ministry official that unless he qualified to not work on or off the farm, he could not get the severance. That is pretty alarming. It made the land division committee go against granting a severance. I realize we have to save farm land, but in eastern Ontario we have a lot of marginal land, and if you come from that general area I need not tell you that.

1700

Somehow or other, the left hand is going to have to find out what the right hand is doing here. The Ministry of the Environment tells us that if there is a growth potential somewhere there is less priority than if it is a problem today. So I have some difficulty.

Mr Church: I think the minister may want to respond to the policy question you were suggesting, but in relation to the program implications, there is no question that there is going to continue to be a series of conflicting objectives that have to be reconciled.

On the one hand, just having said we have to ensure that the economic vitality of this area continues and continues to be internationally competitive, I do not think there is any question that it is highly desirable for this area to represent a less significant proportion of the total Canadian economy in the distant future. So there are twin objectives: by all means maintain economic vitality here, but in addition to that, find ways that the spinoff benefits can be shared with other parts of the province.

Those are not easy issues, but they are issues which until quite recently really have not been addressed at all. There is not a significant body of professional knowledge on what is going to happen in this area, what its implications are for quality of life and standard of living, or what is likely to spill off and, in a multiplier effect, benefit the Cornwalls or the Napanees or the Highway 401 corridor. Those are things we are going to have to begin to develop some knowledge and expertise around and work on.

Again, so there will be no illusions, this is not a short-term exercise. If we reach some kind of consensus over the next couple of years, we are really setting out a very long term work program

that, hopefully, will have some impact before we are all retired, but not too much before that.

Mr Villeneuve: As a final comment, we have just had moved to the Cornwall area an arm of Canadian Airlines/Canadian Holiday Tours. While they were in downtown Toronto, serving all of eastern Canada, they had a turnover of some 85 per cent of their staff. I can almost guarantee that in downtown Cornwall their turnover will be very substantially less and they will probably have personnel who are just as capable, if not more capable, of doing the job that was done with a great deal of difficulty here in downtown Toronto. I am sure there are many other similar situations that everyone would benefit from and I would hope that you would be encouraging that.

Mr Church: We are certainly—and when I say “we,” I cannot claim that actually the office of the greater Toronto area is doing any of this work—encouraging others who are doing it. There has been a very interesting piece of work done, and I am afraid I have forgotten who did it, that was presented at the city of Toronto city planning forum earlier this year, in which an effort was being made to distinguish between those kinds of industries that require a major concentration of urban population—banking institutions being right at the top of that list—and those kinds of industries that actually benefit from lower-cost areas. They tend to be industries that have a nongeographic-specific function. Reservations clerks with a tour operator are a classic case in point. People running major computer services for the banks are another case in point.

I think—and by now I think I am wandering well into about three other ministries’ portfolios and will be careful—it is fairly clear that as any kind of urban strategy develops, these kinds of collateral effects have to be considered and I am reasonably confident will be. Again, it will be quite a ways into the future before you can begin to see any of those effects dropping out.

Hon Mr Sweeney: Just to make one small observation with respect to the greater Toronto area, one of the things Gardner is very much aware of is that the extent to which we do not do good planning within the GTA, we are going to have people spilling out all over the edges, which results in bad planning in many of those areas.

The second point is, although Gardner is concentrating on that particular geographical area known as the GTA, there are also within the ministry many other planning mechanisms to help deal with a whole range of other municipali-

ties across the province and very, very clearly with respect to your point of how we get people to think of moving out of the GTA into the Cornwalls of the world, we are certainly looking at that particular aspect of it.

One of the points Gardner also mentioned was that one of the transportation modes that enhances this is railways as opposed to highways, because one of the things you note if you ever follow a rail line on a map is you see settlements every so often; when you follow the roadway, you just see a strip. So there are some very distinctive advantages at looking at rail lines as a way of enhancing periodic development rather than strip development.

The only reason I want to mention this is that there are certain payoffs for the rest of the province if the GTA is done well and there are penalties for the rest of the province if the GTA is not done well. I make that observation only because there is a sense, I suspect, outside of the GTA that it is the only place anyone is interested in. That is not true. As Gardner said, there is a heavy concentration of activity, development and habitation in the GTA but we had better do it right or we are going to pay the price all over the place for not doing it right, not only within it but without it.

Mr Charlton: The minister’s comments are a good place to pick up. The GTA and doing it right conceptually boggles the mind in the context of all the things you have said we have to look at, Mr Church. In the GTA, and even outside of it somewhat, we certainly have not done a good job of our approach to planning. For all the talk we have done about planning and all the effort we have put into planning at the municipal level over the last 30 years, we still are not doing a good job. I cannot speak for every community around the Golden Horseshoe, but I could take you into Hamilton, for example, and walk you around the serious planning mistakes that we have made just in the last 15 years in Hamilton-Wentworth.

Aside from that and aside from the mind-boggling scope of trying to do the job right on something as big as the GTA, I agree that it is possible—I am not sure how likely it is—to do it right. But it raises a number of interesting questions in the context of a number of the other things we have been attempting to do as well. In parallel with better planning processes, in tandem and in parallel with those, we have tried to encourage much greater public consultation and public input into planning processes.

With something as big as the GTA, both physically and conceptually, in terms of the obvious interconnections between all the problems that exist, I would really be interested in hearing, first of all, some comments about how you make any kind of public consultation or public input process really useful, meaningful and ultimately beneficial to what you decide at the end of the process.

Hon Mr Sweeney: Before you begin, Gardner, can I just make an observation? In the area in which I live, in Waterloo region—and if you look at a map I think you will see what I mean—there are a lot of things you can do within that region that do not impact on a lot of other people. There is an element—never completely, but an element—of self-containment there. The difficulty with the GTA is that if York, Peel, Durham and Metro do not work together, they are, by definition, working against each other. They are creating a problem for each other if they do not work together.

In response to your question, one of the things I would like Gardner to speak about is the series of meetings he is conducting right at the present time in going around and sitting down with each of these areas and helping them to see for themselves why it is so fundamentally important that these five regions operate as one for many purposes; not for all purposes—they are going to continue to be five politically distinct areas—but for are certain things. When you come to the border between two of them, you cannot have a four-lane road and a two-lane road running into one another. That is a silly exaggeration and I will readily admit it; but that is the kind of thing I mean. There is also the waste disposal stuff, for example.

Gardner, in addition to the question, would you share the process that is going on right now?

1710

Mr Charlton: Let me just comment before he starts to answer, because I will pick up on just what you have just said. I believe that yes, the five regions have to work together if it is going to happen right. The question becomes, how do they work together and how does the plan evolve for an area that large because, if it is a plan that ultimately gets its basic structural outline at the top and filters down, then it is not likely to be the right one by the end of the process?

If it is a plan that is created in small parts that are then co-ordinated upwards, then we have a chance of success, but that is the most difficult road to go and therefore the one that will cause us the most problems, cost us the most dollars and

headaches that many of us will regret somewhere down the road and cause us to try to avoid some things along the way because it will be a much more difficult process. That is why I wanted to hear some comments on the approach to how you get at this whole thing.

Hon Mr Sweeney: Gardner is involved in part of that right now.

Mr Church: I think the issues that the minister was raising feed directly into the concern you are raising. In going around and meeting with these municipal councils, I notice that really two sets of issues are raised regularly. The first is, "Why can't we just do what we are currently doing?" Without leaping to conclusions, I think there is a fairly high level of agreement that this is not an option that can be pursued very much longer.

The next question becomes, "How do we prevent you"—meaning the province—"from taking us over and doing it for us and doing it to us?" I think the most effective way to answer that is to describe the processes that we think will be put in place to deal with this. The first step is to ensure that the municipal councils are reasonably confident that they understand and are looking at the same data through the same set of prisms; and second, that the province is not suggesting that their planning processes be truncated but rather that they be harmonized by them, if you like. This is what I think you described as the stacking-up process.

Those series of meetings we have been having that the minister referred to get immediately and directly into the issue of how do we involve the public? Our response has been, "Through the normal planning process, except that instead of being driven by development applications, which is essentially how it is being driven now, it should be driven by some longer-term public planning."

As I say, it is a cyclical process and obviously we then will make the development applications, but the idea is that there should be some public participation up front; the ministry runs a program under the Planning Act that permits a very fine process for doing that if there is some standard set of understandings of the objectives we are trying to reach. Through these forums and through the forums that will be occurring next month—there are five regional forums—we are hoping we will be able to begin to reach some of those common understandings. Some of them will be as simple as saying, "Yes, there are going to be between 1.5 million and two million people moving to the region and there is not a heck of a lot of use pretending it is not going to happen."

The second is that they cannot all be accommodated in what are now farmers' fields. I use those two examples because I think they are relatively uncontroversial and that those two conclusions will be pretty broadly reached as part of this band that goes across the top.

There is a whole slew of others that could be achieved and will take a series of processes to get there, none of which is fast. I think the minister's point on the use of rail is one that has to find its way into the common understanding, but then surely—and I tend to share your view that this is where the issue becomes really complicated to manage—the challenge through the normal municipal planning process is to allow a public participation process to reflect in the individual components something that ultimately will produce a manageable and sustainable urban future.

I have no pretence that this process we are starting will take it all the way. I think we will get it to the point, hopefully, where the municipalities and the province share some common objectives that we actually can describe, that we recognize there are some fairly significant capital planning processes to go through and then, finally, that there are some land use planning processes to go through.

Mr Charlton: Just to pick up on that and make a few comments and perhaps elicit a few more back from you, we start at the bottom with the basic municipal planning process, and although I think we have made some good efforts over the last 30 years, we have for the most part never quite understood what public consultation and participation really are and we have never fine-tuned them. We have sort of relegated public consultation and participation in the planning process to listening to ratepayers' groups and neighbourhood groups. That is all very important and it is useful, but it is not the extent of consultation that should be going on.

I am going to give you an example here, just so I can perhaps get you to bounce a response at me that is a little more specific. After we created the regions in the early 1970s and we created the first regional plan in Hamilton-Wentworth, the planners, who were doing their best, did some public consultation—as I said, for the most part with neighbourhood groups, ratepayers' groups and some small business groups. They had some consulting work done by outside consultants and they also talked to a number of people who were seen as experts in one form or another. For example, they got estimates from work the consultants did and from other kinds of contacts they made of what types of things were likely to

be going on in Hamilton-Wentworth in terms of new industry, light industry, changed industry; those kinds of things.

In the official plan, they created six industrial parks, I think, because the assumption was that the old industrial core, the heavy industrial core in Hamilton, was full and dirty and undesirable for anybody new and they had to look at other places to put the future. Out of those six industrial parks that we ended up with in the official plan, probably only two of them were necessary. We have got six industrial parks which will never be full; four might have been filled; and already the residential growth in the region is bumping into those industrial parks and they are now becoming very quickly undesirable. The planning process has created a planning headache for the municipal officials.

In the consultation process, nobody ever went down into the old industrial core and talked realistically to big industry about what it saw the future of Burlington Street in Hamilton to be. The minister knows Burlington Street in Hamilton. Nobody sat down and talked to the economists and the provincial and federal levels about what we now see happening with major, significant changes occurring in the economy and the dramatic downsizing of those old, large smokestack industries. We have got literally thousands of acres of industrial land in the north end of Hamilton that is a quarter vacant, half vacant and some of it totally vacant because we have had plant downsizings, plants cut in half and we have had plants closed. It is just sitting there, and we have got these crazy industrial parks spread all over the place, none of which will ever be filled now.

For me, that is not a good planning process, because the consultation focused on neighbourhoods and ratepayers' groups. They have to be part of the process, but when that is your concept of public consultation, you are not doing the job, in my view.

I guess what I am trying to get you to tell me is: "All right. We're going to start it at the bottom." I like to hear that. Now tell me what it is we are going to change at the bottom so that in round 2 we are going to do better than we have done in the last 30 years in terms of really making those plans workable within the communities that they are based on, to start with, and then workable at the next stage as we start interconnecting between Burlington and Oakville and Oakville and Port Credit and Malton and eventually to Metro Toronto itself and out the other side.

1720

Mr Church: If I might suggest, I will have a shot at part A but I think I should hand over to the assistant deputy minister policy, part B. Part A is really, if you like, what we are calling urban structure planning, which is essentially the big picture questions. Where are the major concentrations of population likely to be? What infrastructure do we need to sustain them? How effectively can that configuration work and operate?

That requires a certain type of public consultation, but I do not think in the kind of detail you were suggesting because it is not really land use planning we are talking about here; it is major urban structure planning. The major roads, airports, water systems, sewer systems, hydro lines basically have to be planned on the basis of some pretty broad agglomerations. If there are going to be 100,000 people over here or 150,000 people over there, it does not really matter all that much at this stage. "There are going to be a lot of people over here and they need services" is the kind of level of detail that I think the urban structure plan will be at.

The important kinds of public consultations for that are essentially community desire issues. Probably the best example is a public debate that has been going on in Halton very effectively for the last year and a half now, the Halton urban structure review. We have made no bones about the fact that from the greater Toronto area's point of view, we are hijacking their process and trying to apply it across the broader area if the other municipalities see fit to do so. The Halton urban structure review has essentially gone through the process of saying: "What do we want Halton to look like? What do we want each of our communities to look like 20 years from now?" I think 25 years from now is their time frame, a little different from ours. "What do we need in order to get them there? Is it sustainable? Is it doable? Is it consistent with our desires?"

Obviously, they are going to run into some problems. There is the sort of half-pregnant issue. If this community wants to go from this size to this size, but it wants a sewer pipe that has to be this size in order to be affordable, then it has some choices that it has to make.

That is the kind of local consultation process that I think an urban structure review has. They are very broad-scale questions and certainly it is our hope that as we go down this corridor of planning—it is sort of like a funnel, where at the moment we are at a very broad level. We know the number of people, probably, that are going to

be living here. We know some of the immediate consequences in terms of lifestyle and quality of life that the current trends represent. Hopefully, we are going to work with the municipalities to lead to a set of choices that will focus down to the issues of, which areas can we accommodate population in? In which areas is that consistent with community desires? What kind of infrastructure would be needed for that? Is it affordable?

Those involve a lot of workshops, I would think, a lot of meetings, a lot of inclusion of interest groups, a lot of inclusion of general public, a lot of inclusion of councils, and we would see a process emerging that did all that. We are not trying to describe it and prescribe it, but we would certainly hope that as the municipalities grab hold of this thing, that is the kind of process that would emerge, modelling it largely on the Halton process.

I think the other part of your question in terms of the land use planning process is really the official plan exercise that then takes place within the sort of very broad set of parameters. With that, I think I should turn to—

Hon Mr Sweeney: Just to touch on one aspect of that, what you are hitting is the difficult philosophical position as to who should make those decisions. Whom can we trust to make those decisions? Who has given any evidence that they are better at making these decisions than anyone else? I want to share with you that well before I came into this ministry and certainly since I have been here, I have been bedevilled with that, because I do not have an easy answer yet.

One of the things we are looking at right now, and I touched briefly on this before, is, can we more clearly define at least within what areas each of those various divisions of government should be working? We are saying to ourselves at the moment: "Can we, as a provincial government, and the various municipalities in the provincial government say much more clearly than we ever have before"—I guess the very fact that it has not been done before is a clear sign that it is not easy to do, so when I say "say much more clearly than we have ever done before," I am not in any way underestimating the fact that it is not easy to do—"exactly what our provincial interests are? What are our priorities? What is it that we want to be very sure happens?"

For example, in the Ministry of Housing it is fairly easy to say: "Look, we want affordable housing in the area. That is one of our priorities, and however you design things down in your

region or local municipality, we want to be sure there is that." That is an easy one to say. There is a whole range of other things we want to say.

The second thing we want is to go to the larger areas such as the Hamilton-Wentworth region and say, "What overall structural decision-making and planning decision-making ought you to have for the entire region, such things as water pipes, sewer pipes, where roads go, whether you are going to have an airport around there, those kinds of things?" Then we want to go down to the next one and to the extent that it is possible say, "Okay, you make the decisions as to where the residential, industrial and commercial areas are going to be."

That seems to be the right way to go, but then we come right smack up against the very example that you gave. Some people had the opportunity to do that and they made bad decisions. Again, was it a bad decision because they ought to have known better and did not do it carefully enough in the first place, or did they make the decisions based on certain assumptions that did not work out? I guess it is that second one that makes it so damnably difficult. You can base it on so many assumptions. We are told time and time again in other areas, and of course you are told 10 years after the fact, "Why did you ever think that was going to happen?" whether you are too far ahead or too far behind.

Marcia, I do not know whether you have much to add to it, but what we are looking at right now in the overall planning process is that sort of three-stage process I described to you. At the moment, the toughest one we are having is the first one. If you stopped any one of my ministerial colleagues right now and said, "Okay, what are your priorities?" he would give you three or four of them. When you are really going to put those up front and say, "As a government as a whole, that is what we want you the region, and you the city, and you whatever it is, to take into consideration, have regard to and adhere to when you are making your next series of decisions," it really makes you stop and think very, very carefully.

We come full circle back again. What I am being faced with are the two dichotomies. On one side they say, "You cannot trust any of those municipalities, and you, Minister, are going to have to make all those decisions because they are going to make the wrong decisions." That is one thing I am being told.

On the other hand, I am being told by the municipalities: "Who the blazes do you think you are? We're not kids any more. We've got budgets

almost as big as yours and staff almost as extensive and skilled as yours. Why can't we make all those decisions? Why are you telling us what to do?" Somewhere along the way, we have to find a way to bridge those two extremes.

Ken Whitwell, sitting right beside you, used to work with the Scarborough planning department and I think he knows quite well of what I speak, and he is now trying to help us come to some of those conclusions.

Marcia, do you want to add anything to that?

Ms Synowich: No, not really.

Hon Mr Sweeney: We have touched on what we are struggling with right at the moment.

Ms Synowich: When you refer to the local planning process, we are certainly looking at that, and all of it has been put in place for a very good reason. We would not unravel it easily, so we are having a hard look.

Mr Charlton: Perhaps I could just wrap up very quickly in terms of a couple of comments. I think I understand the difficulty of what you are up against, because it is something we have all been involved in in one way or another all our political lives. I agree that the process is not going to be an easy one.

Based on what you have said, I think the provincial role probably has to be threefold. One, you have to set out some clear and hard decisions in the areas of clear provincial responsibility or interest, things such as you cannot allow the local planning processes to put the province in a position where it cannot then afford to provide the highway systems or transportation corridors to serve the planning that has been done locally. In other words, you have to set out for the local municipalities what the game plan is on questions for which ultimately you are going to get stuck with the responsibility.

That game plan has not been out there. Municipalities have grown in the Golden Horseshoe area and the greater Toronto area that we are talking about almost unrestrictedly, and we are suffering the transportation consequences and a number of other consequences of that now. That is the one area where the province has to set out some pretty hard, tough detail.

1730

I think the province also has a major role to play, not in doing the local, "What is my community going to look like 20 years from now?" part of the planning process, but in some better instructional guidelines about how planning should be approached and how your local municipality should check your facts against

what your neighbours are finding so that you are not all, in your official plan, competing for the same overlapping piece of the economic pie, which may end up in Hamilton-Wentworth, Burlington, Niagara or a little bit in all three and none of you gets what you thought you were going to get. In other words, there is that upward co-ordinating role that we are talking about here, which did not happen in the last round.

I think the third part of it is that the province is going to have to make up its mind to be a facilitator, as it has not been in the past, in terms of a lot of the economic, housing and developmental questions that local municipalities and regions get into when they are dealing with planning and the official plans they create.

Again, that goes back to what I was saying about nobody in Hamilton-Wentworth ever thought to go down to Burlington Street and talk to those old industries about how they were going to change over the next 20 or 25 years. I am sure if somebody had done that, he might not have got a totally clear picture, except he would have clearly got the picture that there was going to be substantial downsizing and that therefore there was going to be some industrial land right in front of us that could have been used instead of—do you see what I am getting at?

The province can play a fairly major facilitator role with respect to helping municipalities co-ordinate discussions around issues like that and what real growth is likely to be, the real prospect in the Golden Horseshoe and in the greater Toronto area in the kinds of periods we are talking about. If you do those things, I think that then yes, you can let the local planning authorities, with good advice—it will not always be 100 per cent correct advice, but we will not end up with a situation where in 1974 the Ministry of Housing tells us that by 1985 there are going to be 100,000 people in a satellite city in Stoney Creek and in 1989 we have still got less than 20,000 there, and a lot of people got burned in that process and that bad prediction.

Mr Cleary: Mr Villeneuve touched on this a bit earlier, but I guess we in our part of eastern Ontario would like to work closely with you and help you solve some of your problems by taking some of the development you find hard to handle. We have a newly serviced industrial park in place just across the water from another country, right at another province also, close to the nation's capital.

Mr Villeneuve: Free trade is going to help us.

Mr Cleary: That is what they say. We are right on Highway 401 with the railway running right through the area.

Mr D. R. Cooke: Has free trade helped Cornwall?

Mr Cleary: Not yet. We have higher than normal unemployment and average income per household at \$16,000. How could we work with you to take some of your problems away?

Hon Mr Sweeney: I am going to be interested in this answer.

Mr Church: Fortunately, I have already answered that the Eastern Ontario Development Corp and the Ministry of Industry, Trade and Technology are hard at work in that area already. But a little more seriously, I think it is fairly obvious from some of the early discussions we have had with the municipalities in the GTA that they are coming to recognize that they do have a problem of too much of various forms of growth. Limited by my earlier comments, that we do not want to try to ship out growth that will then end up in Atlanta or Frankfurt or someplace other than Ontario, I think that there is room for a deconcentration strategy that looks at some of our strengths.

It happens that I was involved some years ago in the effort to attract Combustion Engineering, which you will remember was quite an interesting exercise at the time. The location decisions they were making had nothing to do with political boundaries or jurisdictions; it had to do with the opportunity, the willing customer and the right package. I think the ministry of Industry, Trade and Technology is awfully well positioned to continue to do that kind of thing. That is not to say that is the only we can do it, but it seems to me that jumping on those kinds of opportunities is the likeliest way you can have some kind of impact.

In a more general sense, our demographers tell us that regional development programs generally speaking can be expected, at their very best, to divert about 15 per cent of the annual growth in a major economic area to what they call satellite areas; the Highway 401 corridor would be one of those. As you think of it, although it is not a lot in terms of our issues, it is a lot in total. You are talking about 15,000 people, which would go very nicely in eastern Ontario, in the Niagara area which is suffering a lot of reversals or down the western part of the corridor.

I do not want to be glib in saying it is not really part of my terms of reference. It is not, but clearly those things have to fit together as policy is developed over the next number of years. I think there is a relatively high level of confidence that it will be.

The Chair: I would like to have the minister's comments on the Niagara Escarpment, which runs through my riding. There has been a willingness by the ministry to return the development control process to the municipalities. Maybe you could give us an update on how that is going, whether or not there is a reversal of that direction or just what the status is.

Hon Mr Sweeney: There are two things. The first one—I think I mentioned this yesterday or Mr Bayly did; I cannot remember—is that 1990 is the year of the five-year review of the Niagara Escarpment Planning and Development Act that came into play in 1985. That is the time they are going to, quite frankly, review the whole process of how the commission operates and the kinds of functions it is going to perform.

Please correct me, Terk, if I am wrong here. My sense is that when the Niagara Escarpment Commission was first put into play, it was determined that it was going to have these developmental approval functions, but that over a long period of time, they would probably be returned to the municipalities. My sense now, however, is that there are an awful lot of people in this province, particularly those who are concerned about the escarpment itself, who are not too sure they want that to happen. They feel somewhat strongly that the way in which the commission is operating right at the present time in making some of those developmental decisions is the right thing to do.

I do not think we have got an easy answer. Are we going to leave the developmental control processes with the commission? Are they going to go back to the municipalities? I think until after we have the five-year review in 1990, we will not be in a position to answer those. I do know that there are some municipalities in the province which are beginning to learn that they have to dovetail their decisions more closely with the escarpment decisions in the areas they go through.

The one that has been of small concern lately has been Grey county, where they have been making, we think, some unwise decisions. They think we are a bunch of busybodies and should get out of their hair. No decision has been at all at the present time as to whether or not those developmental control decisions are going to be returned to the municipalities or whether they are going to be left with the commission. Terk, I do not want to get you into a political question, but in a more technical sense, could you deal with the issue at all?

1740

The Chair: As Terk is taking the mike we might just get some clarification. I was of the opinion that while you, Minister, would indicate that there are certain decisions that have not been made yet, I was of the understanding that if our municipalities were to come to you today and say, "We want to take over the process," there is an indication there now that you would approve that right quick-like. I am not sure.

Mr Bayly: If I can add a couple of nonpolitical words to that; first of all, it is our belief that the municipalities do not want to take over development control, and they have given evidence of this. In one instance, namely, Niagara region, it was discussed and there was some interest shown which evaporated fairly quickly, I believe, when they found out what kinds of resources they would be required to add to their establishment in order to undertake development control. So there is not a great deal of desire on the part of the municipalities to do it.

The other thing I can add is that the Cresap report, which was a report done by a consultant for the ministry at the instance of Management Board, indicated that perhaps the decision or policy of turning development control over to the municipalities was not wisely thought out. It would be my view that when the five-year review that the minister referred to is planned—and obviously it cannot deal with everything, so we think it is going to be dealing with a number of issues that the searchlight should be shone on—one of them would be the question of development control and whether or not it should stay where it is, which is in the commission; or whether some additional efforts should be made to turn it over to the municipalities, bearing in mind the additional revenues and other resources needed to do it.

Hon Mr Sweeney: I want to just pick up one point that Mr Bayly alluded to. Given the fact that in 1990 the commission will have been in operation in its current official capacity for only five years, it is not our intent that for the five-year review we would just go back to square one and go over everything.

Our intent would be to identify concerns, as Mr Bayly said. He made an apt observation, saying, "Put the spotlight on those things that are recognized as concerns and have been over the last four years." Those are the ones the review is going to take a look at, and the developmental process certainly is one of those. I am glad Mr Bayly made the observation. I did not want to leave anybody thinking that we are just going to

go right back to square one and do the whole thing all over again; that is not the intent.

The Chair: So whatever it was that got the municipalities thinking they might have the opportunity to take over the development control process in their municipalities, either they looked at it and did not want it or the opportunity is not there for them at this particular moment.

Hon Mr Sweeney: Well, the point I made earlier is valid, I think, and I have to go back to someone else's comment that when the whole process was begun, it was seen as an evolutionary process that eventually would bring it back to the municipalities. I think we have discovered over a period of time now that maybe that was not the wisest decision.

The question I cannot answer is whether or not right at this moment, if the municipalities did want to take it back, could they or could they not? I do not know.

Ms Synpovich: Yes, they can.

Hon Mr Sweeney: Marcia says yes, they can.

The Chair: I understand and I am not meaning to be awkward, but the thrust kind of seems to have changed. When you were talking about turning it over to the municipalities there seemed to be some interest. As you said in the case of Niagara, once they got a look at what it involved, they did not want it. I just was trying to get out of the minister what his present stance is. The only thing I will ask you is a really awkward question: How much time do you think there will be between the completion of the 1990 review and the next review in 1995? I know that you can say five years, but that is not the answer I am looking for.

Hon Mr Sweeney: My understanding is that it is supposed to be in five-year cycles, but I would guess that if we are going to do even what we are talking about, even the more narrow one, by the time you go out and do everything and compile everything and write a report and get someone to act on the report, you are looking at at least two years.

The Chair: Then you have to go easy because there is a 1995 review coming up?

Hon Mr Sweeney: I doubt very much—is two years reasonable?

Mr Bayly: The thing I might add is that the ministry has prepared a request for proposal for consultants to come up with ways to handle the five-year review, and presumably that will include their views, at least, on what matters should be focused on. How long it takes to do a five-year review, it seems to me, depends on (a)

getting consultants going at it fairly quickly, and (b) how many things you want to focus on and how big they are. So I could agree or disagree with two years, depending on the answers to all those questions.

Hon Mr Sweeney: And I used to think I was the politician.

The Chair: You used to be a critic and I used to be in government, and not a hell of a lot has changed.

Hon Mr Sweeney: Except that you have the advantage of having been Chairman of Management Board at one time and knowing how all these ministers work; how to get around them.

Mr Bayly: May I say also chairman of the Niagara Escarpment Commission?

Hon Mr Sweeney: Oh, was he?

The Chair: I knew you had missed that one. In fact, the first one.

Hon Mr Sweeney: That is why you know what questions to ask.

The Chair: Thank you, Mr Bayly. I think we can do the necessary windup. You notice all the time we have spent on money? This is estimates. I never did know what estimates meant, and I still do not, even under the new system, because no one has mentioned money hardly at all, have they?

Hon Mr Sweeney: The last time I looked at the figures, it seemed to me that something like about 95 or 96 per cent of my total budget just gets transferred to the municipalities anyway.

Interjections.

The Chair: You were looking for money.

Votes 2501 to 2507, inclusive, agreed to.

The Chair: This completes consideration of the estimates of the Ministry of Municipal Affairs. Thank you, Minister; we are letting you off real easy. I know you are new to your post. I know you are very capable. We thank you for the direct answers you gave us and the indirect ones which we will pursue at some later date.

Hon Mr Sweeney: Can I just make one observation? Mr Church brought with him a little folder on what the GTA is. If you are interested in more than what he has already told you, he would be happy to share that with you. And thank you all.

Mr D. R. Cooke: In the remaining time, can you tell us what the Management Board does?

The Chair: Maybe the parliamentary assistant to the Treasurer could tell you that. Really, I was always classified as Dr No. If you want money, if

you want more staff, all those things, the answer is no, but you had to have the research to back it up, to substantiate it.

Hon Mr Sweeney: How come some things like that do not change?

The Chair: You guys have so much money now, you do not have to say no.

Hon Mr Sweeney: Oh, no kidding.
The committee adjourned at 1750.

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Substitutions:

Poole, Dianne (Eglinton L) for Miss Roberts

Reycraft, Douglas R. (Middlesex L) for Mr Neumann

Also taking part:

Ballinger, William G. (Durham-York L)

Clerk: Brown, Harold

Clerk pro tem: Decker, Todd

Witnesses:

From the Ministry of Municipal Affairs:

Sweeney, Hon John, Minister of Housing and Minister of Municipal Affairs (Kitchener-Wilmot L)

Whitwell, Kenneth, Assistant Deputy Minister, Community Planning

Close, Larry, Executive Co-ordinator, Corporate Planning and Co-ordination

Clifford, Curry, Co-ordinator, Field Services Branch

Jardine, Diana, Director, Central and Southwest, Plans Administration Branch

Synowich, Marcia, Assistant Deputy Minister, Municipal Affairs

Church, Gardner, Deputy Minister, Office for the Greater Toronto Area

Vidal-Ribas, Victoria, Director, Legal Services

From the Niagara Escarpment Commission:

Bayly, Terk, Chairman

From the Cabinet Office:

Allan, Duncan, Special Adviser to the Premier, Toronto Waterfront Development



No. D-4

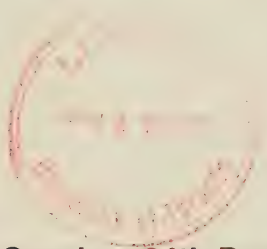
Hansard

Official Report of Debates

Legislative Assembly of Ontario

Standing Committee on Estimates

Estimates, Ministry of Transportation



Second Session, 34th Parliament

Tuesday 24 October 1989

Speaker: Honourable Hugh A. Edighoffer

Clerk of the House: Claude L. DesRosiers

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LEGISLATIVE ASSEMBLY OF ONTARIO

STANDING COMMITTEE ON ESTIMATES

Tuesday 24 October 1989

The committee met at 1531 in committee room 2.

ESTIMATES, MINISTRY OF TRANSPORTATION

The Vice-Chair: I recognize a quorum. Therefore, we will consider the estimates of the Ministry of Transportation to be under way. I gather the minister does have an opening statement. Statements are up to 30 minutes and replies by the two opposition parties again up to 30 minutes. I understand that in the case of the official opposition you have two critics and intend to split the time.

Mr Wiseman: The same—

The Chair: The same situation applies to the Progressive Conservatives; the two critics will also be splitting the time.

Do we have any clarification questions to clear up prior to turning the floor over to the minister? Seeing none, welcome to the committee and it is great to have you here.

Hon Mr Wrye: Thank you. I am delighted to be here and it is a pleasure to introduce and bring forward the estimates of the Ministry of Transportation for 1989-90.

I have just a couple of housekeeping matters as we begin estimates and I will ask my colleagues on all sides to give some thought and you might want to check later. These estimates come up quickly, and if I might, I would like to be able to be excused at around quarter to six tonight. I have a dinner speech with the Ontario Road Builders' Association in Kitchener which I am scheduled to be at at seven, and members of all sides will know that unless one exceeds the speed limit, and a minister certainly would not want to, it would be difficult to be there much before about 7:15.

The Vice-Chair: Better practise what you preach.

Hon Mr Wrye: On the second matter, members will know, and I think my friend the official critic for the Progressive Conservatives has a bit of a problem, that tomorrow I am going to have to slip away for a short while and give a speech to the Board of Trade of Metropolitan Toronto at four o'clock which has been long since scheduled. Certainly anything the chair or the members want is just fine with me, but we thought that perhaps if members were looking for

some time to fill very usefully and to be able to question, perhaps that might be an appropriate occasion to go into GO Transit matters in some detail, or some other specific area where we can bring an official in. I intend to go and give that speech and then come right back, but I do have that problem and apparently that matter was cleared through the committee and a number of the officials before we scheduled these estimates.

With that in mind, let me get on with my opening statement. I look forward to hearing the responses from the two opposition parties and having a good discussion over the next two days.

I have a number of senior staff with me today: Pat Jacobsen, who is the new Deputy Minister of Transportation, who is an even more recent addition than I am, so if the questions are too tough for me, she will pass them on as well; Margaret Kelch, the assistant deputy minister of safety and regulation; Alex Kelly, who is the assistant deputy minister of engineering and construction; Gerry Johnston, who is the assistant deputy minister of provincial-municipal transportation; Carl Vervoort, who is the acting assistant deputy minister of finance and administration—I think Carl is back there; Rex Porter, the acting executive director of highway operations and maintenance; Norm Mealing, the executive director of provincial transportation, whom a number of you met last week when the mayors were in; Rick Puccini, who is the executive director of municipal transportation; and John Menary, who is the director of the strategic policy secretariat.

The estimates that I am laying before this committee today will detail the investment plans that will take transportation in this province into a new decade, the 1990s. These plans will advance the long-range vision that my ministry has for Ontario transportation in the next century.

I am pleased that the allocation for transportation has been increased by some 50 per cent over the past four years and by 11.6 per cent over the last year. That illustrates, in my view, the belief of this government that economic growth can be supported through enriched transportation funding.

My ministry and the government in general believe in the principle of a balanced transportation system where each mode of transportation is

carrying its share of the travel expectations of Ontario's people and the distribution demands of commerce. A system in balance means efficient interaction between road, rail, air and marine transport. That, in turn, requires a balanced sharing of responsibilities between all levels of government.

We work closely with Ontario's 800 municipalities by providing the financial support and the technical advice for the roads, bridges and transit systems that they put in place to serve their local populations. In turn, we also encourage the federal government to meet its responsibilities, particularly in intercity rail passenger services and airport capacity. Moreover, we will not let up in our determination to continue building for Ontario's transportation future. The pursuit of excellence is not for the person who says, "Well, at least I'm doing my share."

In addition to the annual budget increases that I have already mentioned, my ministry this year created the five-year transportation capital program, and the government committed \$2 billion over that time in new funding to carry it out. That money, I should note parenthetically, has been set aside to specific projects and is indeed real, new money.

This has enabled us to accelerate several major projects necessary to prepare us for the 21st century. It has propelled us into the largest highway construction and transit investment programs since the building boom that followed the Second World War.

The transportation capital project includes such projects as these:

The new Highway 407 in the northeast quadrant of the greater Toronto area. When completed, it will give Ontario what amounts to a fourth main street and a bypass around Metropolitan Toronto, in the same way that Highway 401 was a bypass around Metropolitan Toronto in the early 1950s;

Completion of the missing links in Highway 403 that will greatly improve highway service from the Pearson International Airport complex all the way to the new automotive plants of western Ontario;

The widening of the east and west portions of Highway 401 approaching Metropolitan Toronto and from Woodstock to London, and

Widening and modernizing of Canada's first superhighway, the Queen Elizabeth Way. Also included in the highway expansion and acceleration program are Highways 404 and 410 in the Metro area, Highway 416 in eastern Ontario and

three major gateways to the north, Highways 69, 11 and 17.

Increased investment in highways over the five-year transportation capital program totals \$1.2 billion. It is an integral part of our planning policy, which regards highways not just as a means of getting from point A to point B but as economic corridors which will help keep Ontario growing.

Public transit is obviously equally important. Some \$400 million in new transportation dollars is earmarked for GO Transit. These funds will provide additional GO Transit service to Milton, Georgetown, Richmond Hill and Stouffville, extend service to Oshawa and improve service to Hamilton-Wentworth. I would again note parenthetically that we were able to announce the first of those extensions, the northern extension of an additional train to Richmond Hill, last week. The southbound train additional service came into effect in the summer. I hope, from time to time in the months to come, that we will be able to announce additional service for these parts of Metropolitan Toronto and the GTA watershed.

Large capital grants will also go to the Toronto Transit Commission to extend the Spadina subway line, add trains to the Yonge line and finish the Harbourfront light rail transit.

Ontario's economic growth in the 1980s has been nothing short of phenomenal, second only to that of Japan. Much of the growth has taken place right here in the greater Toronto area. Prosperity brings with it more people, and more people bring with them, in turn, congestion. Hence, \$1.25 billion of our \$2 billion transportation capital program will be invested in the GTA. This is not to say that other areas of Ontario are not as important. As I have indicated, several transportation initiatives are in the north, the east, the Niagara Peninsula and the southwest.

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Bids have been invited for a new ferry to serve Pelee Island. That will give new travel convenience for that southernmost part of our country, enhance the local economy and boost tourism.

The transportation capital program also includes \$200 million over its five-year term for major municipal arterial roads and highway connecting links.

Our mission is, and will continue to be, to serve the people who live, work, visit and do business in Ontario. An effective transportation system is basic to a society's ability to compete in today's changing world.

Transportation can account for up to 30 per cent of the cost of a product, so our system must

be the best in order that it will compete effectively. The system depends on more than a planned infrastructure to succeed. It must be able to operate in a regulatory environment that facilitates competition and service choices. To that end, the ministry this year enacted a new Truck Transportation Act. Its effect has been to make this important transportation mode more sensitive and responsive to shippers and consumers.

As I mentioned a moment ago, all our financial and strategic planning is geared to the future, to keep Ontario growing in a changing world, for Ontario's marketplace is becoming the world. Our trade is no longer entirely with other provinces and with the United States. We have helped a number of Ontario manufacturers and transportation suppliers to gain significant off-shore contracts in Thailand, Singapore, Hong Kong, Spain and Turkey.

Ontario is exporting goods, services and knowhow in ever-increasing quantities to Japan, the Pacific Rim and Europe, and we will undoubtedly do more with the changing communist block and the Third World.

As important as it is to have a transportation system that is economically competitive, there is another perspective of greater importance perhaps, and that is the system must be safe. Safety has always been a top priority for the Ministry of Transportation. Surveys of our own customers show that safety is the number one priority of the users of our highway system.

Each year nearly 27,000 people are injured in highway accidents, over 1,000 are killed and \$200 million in property damage costs are incurred. I believe, and I think the members of the committee would agree, that we have to and should do everything we can to reduce those numbers. This year, the ministry has undertaken a number of safety initiatives. Let me just outline them.

A major seatbelt campaign is now under way to increase seatbelt usage to 90 per cent in the 1990s. We have currently, to be quite honest, one of the poorest records in the country. We are eighth out of 10 provinces with seatbelt usage of about 71 per cent. So there is a great challenge ahead of us, one which I think we have to work very hard and intend to work very hard to meet, to bring that seatbelt usage up 20 per cent so that we hit the 90 per cent level in the 1990s.

In conjunction with the Ontario motorist protection plan, there will be higher speeding fines, a review of the demerit point system and a study of the possibility of a graduated driver

licence system. Some of those initiatives one will see in legislative form, I hope, this session. It is certainly my expectation.

A new program will require repeat drunk drivers to seek treatment and produce proof of having effectively dealt with their problem before being allowed to drive again.

Under the transportation capital program, the construction of median safety barriers to reduce the number of median crossover accidents will be accelerated, and also wider shoulder pavements—I believe a metre and a half wider—in selected locations.

There will be more research into driver attitude as an accident contributor.

There will be a bicycle helmet campaign in co-operation with the Ontario Medical Association and Canadian Tire.

The National Safety Code will be implemented for truck and bus operations. That implementation includes hours of work regulations and safety inspection on the premises of truck and bus companies to complement the roadside inspections which have been under way for some years.

A national computer exchange network for instantaneous transfer of driver licence and registration information between all 10 provinces will be inaugurated. I tried that system when it was in Calgary. It really is a fantastically complex system with the main computer based in Quebec City.

A nonresident violators agreement will be signed with Quebec and a similar one to be enacted with New York state will be prepared.

We will continue to explore every avenue and follow up every opportunity to make Ontario's streets and highways as safe to use as it is possible to make them.

The society in which we live places a high value on the freedom of our citizens to move about. Our prosperity and the distances of our vast country have combined to give us one of the highest rates of personal automobile ownership in the world.

The density of our major population centres has moved us to build some of the most efficient public transit systems in the world. We are developing these systems either as an alternative to the private car or to interact with the car where commuting distances require the use of both private and public transportation.

We are moving towards—quite rapidly, I believe—full fare integration between most of the local transit systems in the greater Toronto area and GO Transit. We are developing more

gateways where bus and rail commuters and motorists can transfer easily to their ultimate destinations.

We are also extending programs to make the transportation system more accessible for disabled persons. We are making it easier for people who have difficulty accessing conventional transit, such as many among the growing segment of our population who are senior citizens. Fare integration between special transit services for the disabled is one service approach we are encouraging. We are subsidizing accessible taxis and we are helping to put on the road even larger fleets of municipal buses that kneel and offer other features for people who otherwise could not travel about their community.

An essential part of planning for Ontario's 21st century is research and development. Here, I believe, the Ministry of Transportation is on the leading edge. We are in the process of implementing an electronic freeway traffic management system that will better manage congestion on our major superhighways, such as Highway 401 and the Queen Elizabeth Way.

I might add again, parenthetically, that the systems that are already in place not only do a better job of managing the congestion on those highways but also, in an interesting way, tend to bring down accidents, as our experience on the Burlington Skyway and others of the superhighways that already have the system in place have begun to demonstrate. We think it can have a positive effect on the volume of accidents—and I want to be very realistic—over time in the range of 10 per cent to 20 per cent, although some of the early figures are even higher than that.

We have subsidized, through the Premier's Council technology fund, research with transport companies into wide area vehicle monitoring. This technology, which I was involved in unveiling with Telesat Canada just a month ago, uses satellite communications and long-range electronic navigation systems to track the progress of trucks and their cargoes in any part of the North American continent. We have subsidized three demonstration fleets of urban buses running on natural gas and are assisting one trucking company to do likewise. Alternative fuel research is a necessity if Ontario is to be ready for the cleaner air demands of the 1990s.

I cannot close these opening remarks without reference to the two most important groups of people in the Ministry of Transportation, our employees and their customers. Because of the vast array of services we provide, we probably have more presence at the local level than almost

any other ministry of the Ontario government. There is hardly a town without a licence-issuing officer, a township without a highway patrol yard or a remote northern community without an airstrip.

Our 8,300-member staff provides all these services and more in a ministry that once numbered over 14,000 employees. They license over six million drivers, register more than seven million vehicles and monitor 60,000 commercial carriers. We teach our employees that every one of those drivers is a customer. We ask them to remember that the customer always comes first, whether it is an 83-year-old widow trying her annual licence examination or a huge trucking company being checked on its safety record.

I believe, and have had ample proof in my short time in the ministry, that our employees deliver, and I certainly know that we are very proud of them. They have developed a computerized knowledge test for drivers taking their learner's permit examination. It can be taken in any one of 12 languages by would-be drivers in our multicultural society. Our staff are implementing customer services in French for the many citizens who carry on their French heritage, culture and language in Ontario.

We are continuing to make Ontario an attractive destination for tourists, and I include in that category Ontarians visiting other parts of their own province. Better signage, off-road picnic and rest stops, better maps and guidebooks and emergency road service are all elements of the participation in what has become one of Ontario's most important industries, tourism.

In looking to the future, we have by no means turned our backs on Ontario's past. We continue to fund the restoration of many of our historic rail stations. I had the honour, since becoming minister, of joining our colleague Al McLean at one such opening in Orillia. I believe we have another one coming up shortly, if we have not had it already, in Napanee. We are assisting several private groups of enthusiasts in the development of heritage train services.

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There are many more aspects of our service that I could mention if time allowed, but if this abbreviated selection has given you an overview of the accomplishments, the prospects and the challenges for transportation in Ontario, then my job will have already been accomplished.

We believe in Ontario's future. We believe that we must work for it and plan for it. Financial planning is only part of it, but it is the essential part that brings us here today. Our financial plan

includes the five-year capital transportation program that I touched on and it includes the current estimates that I present for your consideration today.

This is the underpinning of the transportation planning for the 1990s and the beginning of the century that follows. It provides for needed new highways and transit services. It provides for continued co-operation with the other levels of government as a basis for a balanced transportation system. It provides for urban growth and development of the regions in northern, eastern and western Ontario.

With this financial plan, we will expand the transportation system that serves all the people of this province and all of its diverse groupings. We will improve on a transportation system that is more accessible to all, convenient to use, and above all, safe. With this financial plan we will build the transportation system that will keep Ontario competitive in the emerging global marketplace. We will maintain a growth rate equal to that of any in the world and we will retain a quality of life that is the envy of the world.

Mrs Grier: Like the minister and the deputy minister, I am a new critic of this ministry and I welcome the opportunity to participate in the discussion of the ministry's estimates. I hope to learn a great deal throughout the process.

In our party we feel very strongly that the maintenance of an effective public transportation system throughout this province is a very high priority. As Environment critic, I think it is entirely appropriate that I should also be asked to pay some attention to transit and transportation, because the two certainly are very highly linked and if we are, in fact, to maintain the quality of life which the minister indicates it is his intention to protect, I think consideration of the environmental impacts of all of the decisions we make regarding transportation is essential.

The minister's comments today echo, in a large part, the comments that were made by his predecessor at the opening of estimates last year, and although I have not gone any further back, I suspect they echo those of the year before and the year before and the year before. The emphasis on economic growth and the relationship between transportation systems and the economic growth of the province is not a new one. The emphasis on safety is, of course, welcome and traditional, and the recognition that it is important for the people of the province that there be a transportation system that assists them in movement between where they live and where they work is, I guess, how we came to have a transportation system in

the first place. None of those sentiments are dramatically new and all of them we can all share. The announcements that are made from time to time of the initiatives taken are all in themselves worth while.

What I regret is that I think there is a growing recognition among the public that there is no comprehensive plan for the entire transportation system, particularly in southern Ontario. I know my colleague the member for Lake Nipigon (Mr Pouliot) will talk very effectively about the situation in northern Ontario.

If ever there was a signal that there was a lack of a comprehensive vision or policy for transportation, it was in the response of the government to the Via Rail cutbacks, which have not been mentioned extensively in the minister's statement today and which are an aspect of these estimates that I want to dwell on at some length.

Despite all the worthwhile sentiments and rhetoric about our commitment to a transit system, the fact remains that if you ask any citizen of southern Ontario about the province's transportation system, what he will mention is the fact that there is gridlock in Metropolitan Toronto several times a day and several times a week and that we have urban sprawl which is gradually devouring the farm land of this area. For the first time in some many months I drove from Niagara to Toronto over the Thanksgiving weekend and was stunned to find that the urban development around the Queen Elizabeth Way extends almost all the way from Toronto to Niagara now.

So you have longer and longer commuting distances, with people being forced to live farther and farther from where they work, and being forced to do that commuting, by and large, by automobile, because the public transit system is not there to facilitate them. We have an appalling situation for those of our citizens who are disabled and who find the existing transportation system inaccessible to them. Again, the movement to address that long-standing problem is glacial, and that too is something I want to dwell on in some detail.

It has long been recognized by planners that the linkages between development and transportation are critical. I am not sure it has ever been fully agreed upon by planners what comes first. Do you develop, and then build the transit systems to serve that development, or do you put the transportation systems in in order to direct and to determine where you want your development to occur?

I prefer that latter approach, and I think what this ministry, as well as the Ministry of Municipal Affairs and the Ministry of the Environment, ought to be looking at is the entire growth pattern in southern Ontario. Are we going to be content to see the suburbs of Metropolitan Toronto expand and expand to eventually take over all of the surrounding, now perhaps independent, municipalities and small towns, or are we going to decentralize that growth and link those decentralized growth areas by transportation links? Are we going to build a system that funnels always towards downtown Toronto and encourages the ever-farther commuting distances that people are undertaking, or are we going to look at the need to link Toronto and London, Brantford and London, Brantford and Toronto, Guelph, Waterloo and the towns that surround Toronto so that movement is facilitated between those centres, not always between those centres and Toronto? That, of course, was part of the discussion that I was glad to be part of in your ministry last week around the Via Rail cutbacks, because I think that is a critical element in any discussion of how the province should respond to the federal government's cutbacks.

It is not good enough to merely deplore the fact that the federal government is doing those cutbacks. I think there has to be some alternative plan enunciated by your ministry and some action taken by you to acknowledge that the transit system that is going to be cut back by the federal government is a valuable one, an important one, and one that has to be picked up by the province if the federal government pulls out, as it seems to have every intention of doing. I regret that there appears to be a mixture of responses. When the announcements were made, you, Minister, said that the Ontario government would not abandon the people left stranded by the federal Via cuts. Yet we have the Premier (Mr Peterson) saying that we may have to try to fix it as best we can, but certainly with no ringing endorsement of your position that people would not be left stranded. I think the people affected by those cuts want to have some leadership from you in fighting at the federal level; not in merely assisting them in fighting, but in taking a leadership role and saying to the federal government, "We have to have a train system in southern Ontario."

I think you have to be prepared to get into the act if you lose the battle with the federal government. In order to do that, it requires planning beginning now, and planning that ought to have been done some time ago. If you look at

the lines that are being cut, it is obvious that there is enormous potential there to pick up ridership and to expand those lines.

The rail share of public transportation is 50 per cent on the London-Toronto run, and 58 per cent on the Kingston-Toronto run. The Peterborough-Toronto run is expected to increase riders by 50 per cent over the next 20 years. These are corridors that are the best services in the system, so the federal Tories say, "They should be a commuter service." I agree that you should fight that argument with them, but I think we have to acknowledge that if you lose that fight, you have here the basis for an expansion of a commuter system that is going to be in the best interests of the people of southern Ontario. Passing the buck and blaming the federal government is not going to move us towards a solution to the problem.

1600

The cost is going to fall most heavily on those people who have to move to their cars because there is now no rail system available to them to do the commuting that they are doing because the planning has been such that they are all driving in to Metropolitan Toronto. The statistics appear to show that people over 60 and people with family incomes under \$30,000 a year tend to travel by rail more than the general population. Surely that is a population that we ought to be moving to serve, a population that is going to find it very difficult to commute by car if that is what they are forced to do and a population that, given that they now tend to travel by rail, can be encouraged in greater numbers to travel by rail if the system is put there that they can use.

The figures from Via's own report indicate the impact on Ontario of the shutdowns projected by the federal government. The job losses in Ontario are estimated at 8,000, and the indirect losses will be much greater in cities like Sarnia, where a \$2-million loss of payroll is being predicted. That will have effects all through the economy of those towns.

In the corridor from London to Toronto, where I indicated the share of public transportation occupied by rail was 50 per cent, there is a projected 35 per cent population growth, one of the highest in Canada. Surely for a relatively modest investment that service could be improved more efficiently than any other line in Ontario and could reduce the travel time, it is estimated, by about 25 minutes. On the London-Brantford-Toronto corridor, there is a projection of 18 per cent growth. Surely that route also makes the most sense for expansion of services; to London too, because already there is a double

track there. We have not heard from you, Minister, any evidence that you are prepared to acknowledge the importance of those routes or that you are prepared to do anything about it if the Mulroney government insists on pulling back.

I hope that in the course of our discussions here we can perhaps have answers to some of those questions. Are you prepared to ask the federal minister to continue some of those commuter lines on an experimental basis? If you make that request and it is rejected, what studies have you done or have you initiated on the impacts of the cutbacks in regional services in southern Ontario and the impact of the job loss in areas like Niagara Falls, Sarnia, Windsor and Ottawa? Have you considered the impact of the centralization of maintenance services and what that is going to do to some of those centres?

Have you considered these moves may well lock us into a highway system and that it will be very difficult to change that pattern if at some future date you want to get people back on to public transportation? You emphasized in your comments today the importance of safety, but have you considered the relative safety of rail transit as opposed to bus transportation? I fear most of all that the federal moves may well lead us back to even greater emphasis on highways. I think citizens' groups thought when the Spadina expressway was killed—I forget how many years ago now—

Mr Neumann: In 1971.

Mrs Grier: —that we were really turning the tide against expressways and putting an emphasis on public transportation, and yet it does not appear that this is in fact the system that we have. We find greater and greater emphasis on highways.

One of the examples that has been used by your predecessor as an example of his government's commitment to public transit has been the transportation gateways. In the prelude to the last discussion of estimates, Mr Fulton made much of the gateways as evidence of the government's commitment to reducing congestion and to integrating public transit with the highway system.

I was interested to have pointed out to me just yesterday that in these road maps which we all get and which we put to good use, I am sure, in all of our constituencies, there is no mention of the gateways. A driver across this province using one of the province's own road maps would not know where he could get on to GO Transit, would not be told where he could leave his car in

order to access the transit system that these gateways are supposed to be the entrances to.

I think if we really are committed to an integration of transit and roads, then perhaps we ought to be making more available to the tourists of the province information about the transit system and about where they can leave their cars behind, just as we hope the residents of Ontario will do as well.

I said I wanted to dwell a little bit on the question of accessibility. Really, my comments boil down to some questions and a request that in the course of these estimates we might have some information about the status of this program.

I am sure the minister will recall that the government struck a task force on improved accessibility to conventional transit services in 1987, which released a report in September 1988. That task force report documented the needs of over 600,000 people who it estimated were in areas presently served by a municipal transit system but who needed assistance if they were to access that system. A few of the findings were that less than half the transit systems had priority seating; even fewer had signage of priority seating; only 13 per cent had accessible assistance alarms, and 77 per cent had no sensitivity training.

Can the minister tell us what is the status of progress towards the implementation of some of the recommendations of that report and the status of the interministerial committee that was allegedly studying the big picture in accessibility? In May 1988 our staff was told that the report of that interministerial committee would be going to cabinet very shortly, but we still have not seen any decisions made about that.

I hope that the minister can perhaps address the issue of accessibility with respect to the Toronto Transit Commission. The American Disabled for Accessible Public Transportation just last month criticized the TTC as being among the four least accessible systems in North America. I would hope that this government would perhaps address this issue in its dealings with the TTC as well as addressing the issue of GO Transit, which is one of the least accessible of the systems. I was disappointed that in the recent announcements of expansions of GO Transit there did not appear to be any acknowledgement of the need to make it a more accessible system.

I know that my colleague the member for Lake Nipigon has some comments on northern Ontario that he wants to make. I hope that in the course of questions we can perhaps get back to the two

issues I have raised and have some answers as to where we are going in that respect.

Mr Pouliot: I too wish to add my congratulations to the many which I am sure the minister is receiving on his new portfolio. The minister will surely find some solace in that, if ministers change from time to time, the staff remains the same and you are blessed—not privileged, but blessed—with a very strong, a very knowledgeable, a very good staff. They know every trick in the book and you will no doubt escape.

More important, I have to apologize that with 19 members of the official opposition in a House like our assembly with 130 people, it means that you do not always bring forth the knowledge that you should on every subject matter. It is quite difficult. Some of our members have three critic's roles. We try to survive on two, sometimes three committees. It is not an easy task.

What is easier, with very high respect, of course, is that you become accustomed. You get some help along the way, a twist of fate, such as a document that was presented to us, and it is a well-crafted, very crafty document full of clichés such as "the 21st century."

It talks about the Pacific Rim, it talks about Ontario's major involvement in foreign and mysterious lands such as Thailand and Singapore. It does not say one word about a Montreal company such as Lavalin taking the contract for designing the Bangkok subway from under the minister's nose. It says little about the findings from the government of Ontario in comparing the Changi airport in Singapore to the downtown area or the subway, the massive rapid transit system in Singapore.

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It does not address that, but again it talks about high technology and about the nice clichés of the 21st century. But in this case, in reference to northern Ontario, you have quite a task. You are not going from the 20th to the 21st, you are going more quickly than that and you are to be commended. You are going from the present situation, or you intend to, which is 19th-century, to where you jump right into the 21st. Words do that. With Oxford and Webster you can do all kinds of things in a world of make-believe for your announcements, not your achievements but what you intend to do, and a cynic would say that you are perhaps depraved with good intentions.

It is only a dream in the north for the riding I represent with its 114,000 square miles, the size of Germany. We know about the need for

transportation. Many of our 50-some small hamlets, villages and communities that provide natural resources for southerners are very much aware of what it is like not to have any transportation system whatsoever on a daily basis. In some cases they have no railway, no subsidized bus service and no small municipal airport. You talk about paving the soft shoulders in southern Ontario, but our concern is the section between those soft shoulders. It was in past years and still is today.

The most prominent signage—and you make allusion to that in your presentation—that we have is bump warnings or bump signals. You will recall that in a conversation with you I related a true story that happened to me in northern Ontario. I once picked up someone from Florida who was very appreciative as his car had broken down. Within about 20 miles to the next garage there were about eight or nine signs that said "Bump," so he said, "What are those things?" I said, "They are signs telling us that there is a hazard on the road." "Oh. Where I come from, sir, we do not advertise bumps; we fix them," but again he was from Florida. I guess they measure things on a different scale.

[Laughter]

Mr Pouliot: This is no laughing matter. The loss of the Via Rail system for the people of the north is nothing short of catastrophic. You know, you very conveniently blame the feds and it serves the purpose. I wonder what you will do, with respect, when they change colours in Ottawa. Then someone may start to scrutinize you people better. It is not a matter of saying, "A curse on both your houses"; this is the replica of the Jean-Luc Pépin document of 1982. I am not the one saying this.

Mr Neumann: Come on.

Mr Cousens: It is. He admits it, he said it the other day.

Mr Pouliot: That is right, on CBC radio. And my Liberal-Labour friend here—

Mr Cousens: There's nobody better.

Mr Pouliot: —I have no lessons of memory to take from that gentleman and I would demand that courtesy. Be very strict with that man. I do not want to be interrupted by southerners when it comes to transportation.

The Chair: I must ask you not to antagonize him. Please, you have the floor.

Mr Pouliot: It is difficult to ignore when you are being provoked so directly. It is not "Come on"; it is a fact. You check it out.

And for the minister to hide under the auspices and say, "I will not pick up the slack, since it is a federal responsibility," there is nothing in the Constitution that stops the provincial government from spending money to better the rail system. There is nothing that says that. The jury is still out. It is somewhat ambiguous, for if it was so clear, what are you doing spending money on GO Transit? You have a system in place—it is called Ontario Northland—that you could use.

We would welcome your participation because we know that you mean what you say when you talk about the importance of transportation to the people of the north—not Markham, not Steeles, not Essex north. I mean, not the near north but the true north as well. You have a responsibility. You know very well that the run from Toronto to North Bay to Kapuskasing, seven trips a week, Via, that is gone. There is nothing to pick up the slack. We are isolated. The route from Toronto to North Bay, two trips a week, that is gone.

What are you going to do, Minister? You will stand tall with 800 municipalities in Ontario and dump on the federal government and then you will say that northerners always dump on Toronto and Torontonians dump on Bay Street. Then I guess we go to Wall Street. I do not know, but that is not good enough. Your responsibility is to address the need, to anticipate the service for the population of Ontario. It is called planning, but planning is not your forte because the documents that you present to us year after year show you are reacting to crisis. You patchwork things. That is what you do.

Time after time we have been on our feet asking, "Where is our transportation going?" on Highway 11 and Highway 17, the Trans-Canada Highway, for instance. We have indicated to you that the truck traffic has more than doubled in the past five years in northern Ontario. We have asked for a timetable. You know that if you are to four-lane over such a distance, you cannot do it at once. Your budget would not withstand it. But where is the planning? Where are we going to be in five years? Are we going to be 10 years down the line, are we going to be 15 years or are we still going to have a shortage of good roads, that important component that will give us a chance to be like you, to resemble the other people, to join the economic mainstream of Ontario?

You talk about Ontario's growth being second to Japan's only, but obviously you were talking about southern Ontario. While our needs increase, our population decreases in the north, and it decreases because we do not have the

infrastructure in place. There has been a lack of political will and, more specifically, planning to address on a step-by-step approach our road system.

We rely very heavily on tourism, but we do not have the components to attract, to lure people, to make it attractive for people to be here. You pride yourself on the one hand in saying, "We've increased the service," but we have decreased the number of employees from 14,000 to 8,300. Last week, in fact, between Wawa and Marathon—check it out with the OPP—1,000 motorists were stranded. They called it a freak storm. Well, winter comes earlier in the north naturally. There were 1,000 motorists. Mind you, it was a severe storm, but the sentries, the people were not at their post. They were there but not in sufficient numbers, because you see, you have systematically, deliberately cut staff.

Sure, you have contracted out. That is part of it. The standing committee on public accounts will get around to that, whether we are getting better value for money under contracting out. You have gone to contract, but you have lessened your number of employees. I care, but it shocks me that you have so many more responsibilities, you are doing so much and you lessen the number of employees by almost half. I wonder, in view of the difficulties that we have, if you should not re-examine the number of people assigned to individual tasks.

Good things are happening, of course. There is no question. We have better and more and wider, if you wish, passing lanes.

Airports in small communities: We were privileged, we were honoured when the former Minister of Transportation, the member for Scarborough East (Mr Fulton), presided at the official opening of the small airport in Manitouwadge with a population of 5,000. Only 65 miles away you have Marathon, which is not the largest in our riding; in any event, 6,000 people. Those airports are used and they are very much appreciated. More important, in times of need, when you find yourself a member of the less fortunate because you are afflicted by fate and you have to be transported, it is nice to have an improved ambulance service. There are no ifs, ands or buts. You are to be commended, but our appetite is growing. Things move very quickly. It is not our responsibility to say: "I know what it's like. You don't have enough money." According to you people, we are not accountable. Well, so be it. That is your responsibility, Minister.

1620

My responsibility as a member of Her Majesty's loyal or official opposition is to offer constructive criticism, to come up with alternatives. We have. Make no mistake about it, we can make it better. We have the alternative and you will be given opportunities in your mandate, if you are there long enough—and I want to wish you well for whatever amount of time you are there—to listen partly to what those people are saying, but not with a bias and prejudice because, one more time, it seems like we are taken for granted up north.

The sentiment from time to time may seem to be hostile, but pay us the compliment of your visit. Do not come to us to shake hands and be paternalistic. Listen to our needs and listen about the kind of road system that we have to go through and to what we put up with. We put up very few complaints. They could come up by the case load with no exaggeration about horror stories, about people being stranded between three and four in the morning because the Greyhound bus is late and there is nobody for a stretch of 34 miles in the middle of January. Those are two stories. They are well documented and it happens time and time again.

I represent people there. I travel 120,000 miles a year. In a period of 12 months I was stranded 14 times. That is inevitable. I am not complaining, notwithstanding the rough ride. The thing is, we do not have the certainty, the sentiment, that people are listening to us. Just as important, if only we could look to tomorrow with better confidence, if only we could say: "Tomorrow the sun will rise again. We are going to be like the others." We do not have that. It is the rigmarole, it is the feeling that there is no planning. Where is the master plan? It is words, words, words. Where is the system of growth in Ontario?

You can spend \$50,000 a year in studies and planning with nice words to tell us that Rosspoint is located on Lake Superior, but in terms of nuts and bolts what are you going to do? What are you doing on Highway 17 in the next five years? What are your plans? What are you doing on Highway 11 in the next five years? What are you doing on Highway 69, which is a disgrace by any standards?

Hon Mr Wrye: We only have five hours.

Mr Pouliot: The thing is, time and time again our patience is not an ultimatum or a threat. We have no clout. We have as much clout as Mickey Mouse. But your responsibility, Minister—I am talking to you—

Interjections.

Mr Pouliot: Mr Chairman, I am under a state of siege. Do you want to cap the bottles on the other side, please, for a second while I conclude my remarks to the minister?

Your responsibility is to look at the possibilities up north and one more time to come up with a plan that will address the needs of northern Ontarians.

The Chair: Thank you, Mr Pouliot.

Hon Mr Wrye: I had forgotten how good he was.

The Chair: You are two and half a minutes over time.

Hon Mr Wrye: But who was counting?

The Chair: Furthermore, Jack Stokes would be proud of you.

Mr Wiseman: I am pleased to take part in the estimates proceedings today and to bring some of my concerns to the minister's attention, but before doing so, I would like to congratulate the minister on his appointment and also his new deputy, whom I have known for some time and knew in the ministry when I was a minister. I wish them both well. He will learn that I am very concerned about transportation issues and so he can be assured that he will be hearing from me from time to time on a regular basis.

I would like to begin by addressing the problems of Ontario's local roads. Ontario's highways, unfortunately, were not built to handle today's increasingly heavy traffic load. The Better Roads Coalition tells us that a paved road has a lifespan of 25 years if it is repaved every seven to 10 years. Without repaving, it will last, I understand, approximately 15 years.

The roads that were built in the 1950s are now in bad shape and rapidly becoming unsafe. I would ask therefore that the minister agree to a continuation of additional supplementary funds for the base and surface projects needed in the province on local roads. As repaving is far more cost-effective than replacement, I would assume that the minister agreed with that statement.

On a personal note, I would like to thank him and his predecessor for the assistance they have given the projects that I mentioned here last year, in both my own riding and other ridings throughout Ontario, but I would remind the minister that the job is not nearly finished. County road 18, between Port Elmsley and the Rideau ferry, is a typical example of problems facing us, and I would like the minister to look into this project.

My colleague the member for Hastings-Peterborough (Mr Pollock) wants me to bring to the attention of the minister Highway 115-35. It is our understanding that a portion of this road is being replaced by concrete rather than asphalt, and we wonder if there is a longer expectancy with the asphalt or the concrete, not being road engineers, and if there is a difference in the cost, one over the other.

He also has a problem in that same riding that he would like me to bring to your attention, and that is Highway 7 and Highway 62. The problem seems to be the heavy traffic on Highway 7 at the junction, where people go through. There have been a lot of fatalities in that particular area, and he would like to see lights. Some of the townspeople would like to see an overhead pass on that particular spot, but perhaps he would be happy if the lights were installed. Would the minister also let us know where that stands in his priorities?

Last year, I discussed the matter of salt erosion with the former minister, who promised to investigate the product Freez-Gard plus PCI. I understand that this has been developed by Great Salt Lake Minerals and is 80 per cent less corrosive than salt. I could be wrong, but I understand the cost of that is only slightly more than the cost of salt. We all know that the damage done by salt to cars, bridges, the environment and our farmers' fields is quite high. If we could investigate that and could start using something like that, we would save the taxpayers an awful lot of money down the road in repairs to bridges, cars, the environment and so on.

Some municipalities tell me that there does not seem to be co-operation between—the example they gave me was the Ministry of the Environment and the Ministry of Transportation. Sometimes, I understand, they just get their roads down when along comes Environment and digs them up to put in modern sewers. We have seen that in a lot of cases, and I wondered, if the town has a program asking for assistance for enlargement or for water and sewer, if that can be done first and the roads later. Many of us know in our municipalities that is not always done, and it is a shame to see that good road torn up unnecessarily for water and sewer when it could have been maybe the year previous. I think that would save a lot of money for us when you figure all the municipalities we have throughout Ontario.

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Last week when my wife and I were coming back from Florida, we crossed into Ontario at the Ivy Lea bridge and went up to Gananoque to get

over to Highway 15. We had nothing better to do and all the way up we ran into rain, and following transport after transport. I counted the transports from the bridge, just going east to Montreal. In that short distance, which probably is about 10 kilometres or so, I counted 53 transports.

I got talking to my wife and I wondered—and I discussed this with the minister just prior to the opening today—if we have a counter in the ministry that can count transports. Perhaps we could alert the public, because there are a lot of people afraid to go out, especially on a rainy day. When you follow three or four transports and you are trying to get by, it is almost like going through a car wash. You cannot see anything for a while. It is a devil to get by them.

If there is a pattern that we could advise the public that, say, on Highway 401 between five and seven or six and 10 there is a heavier concentration of eastbound traffic going to Montreal and perhaps at seven to nine in the morning those same fellows and gals are heading back to Toronto and the westbound traffic might be heavier at that particular time, there may be a traffic trend there that we could perhaps alert the general public to and make it a lot better for people and they would feel that the Ministry of Transportation was doing something to protect them and give them a chance to drive the roads when there were not quite so many transports on there. I do not know about the rest of you, but I find that more and more people are complaining about the number of transports on the road. They say to me, "Why can't you go piggyback or go on the CP Railway or something like that?" We all know there are a lot of unions involved and wages involved and so on. They probably will never do that, but there may be a safer time.

One I brought up last year and your predecessor was not able to accommodate me here, but we did get a couple of passing lanes, is Highway 417. I am sure your colleague the Minister of Education (Mr Conway), or of all education, is on record as saying, when he was in opposition—

Hon Mr Wrye: SuperSean?

Mr Wiseman: Yes.

—that he was fully in favour of 417 going right to Pembroke—we would like to see it as far as Arnprior for a start—and would push to get a commitment right through to Pembroke all in one jump. He is on record for that and so is the former member for Renfrew South, Paul Yakabuski, and so am I. All the mayors and reeves of the communities in between are fully supportive and feel that they would get a little better action from Ottawa and industry and so on if they had better

highway connections. You get on that and it really is the devil to drive even the speed limit, but we are pleased that you gave us the two passing lanes there as well.

A lot of parents have written me, as the critic, and I know this has been dealt with before, but is there any concern about putting seatbelts in new school buses? I know it would be a devil to put them in all the old ones and everything, because some of them sit three in one of those seats that are really built for two, but I just wondered, down the road, when the new buses come in, if we should not be thinking of seatbelts in those.

Another concern: At an opening I was at the other day, it concerned me, and perhaps the minister would be concerned, that whoever answers the phone on one of those phone numbers where you phone in to get a clarification or to get some help, those people, if they do not understand the person on the other end, should get someone who can speak to them in a language that they can understand.

This lady phoned in about a truck licence and was very upset that she could not understand the person at the other end. She asked to get someone who could speak to her in English and she hung up on her; and that did not make my constituent very happy either. I found out, I guess, the person's name. The number was 235-4493.

Perhaps the minister would like to check into that. It is really not a very—there was one person at the end of that who could not speak the English language very well, enough that my constituent could be understood, and then she hung up on her.

In Saskatchewan, I understand, and some other provinces, they have gone to privatizing some of the work that is done by Transportation. Some of it is just cutting the grass in the median. I understand some provinces are privatizing transit systems and some of the savings are from 30 to 40 per cent, which I am sure the minister and his staff would be interested in looking into if those savings are there. I think it is something the ministry should be looking into with an idea that if it can save 30 to 40 per cent there, they can perhaps fix some of our other roads in rural Ontario with the savings it has.

Again, as the official opposition mentioned, I wondered about Via Rail. I have occasion to use it quite a bit. Many of the minister's members use it as well, and an awful lot of people on a limited income cannot afford to fly. This is a means of putting grandma on the train and picking her up at the other end, knowing she is going to get there, where she does not want to travel by bus and

maybe have to change at Peterborough or wherever it is, coming from Toronto.

I think again you could say, "Talk to our federal friends." I have already done that, but I think that as the Transportation minister for Ontario—and a lot of the cuts on the passenger trains have been in Ontario, in western Ontario, which you are familiar with, and some from the east—you should perhaps be saying more to your federal counterpart. Maybe you have—you are smiling—but I think you should be saying more.

Hon Mr Wrye: I want to stay alive.

Mr Wiseman: Some of them do not have cars, but if we put that additional traffic on our already congested highways, I think we are asking for trouble. The cost to this province and to the Ministry of Transportation is going to be a lot higher because of that if we do not keep Via Rail active.

I turn it over now to my colleague Mr Cousens to touch on some of the urban problems.

Mr Cousens: Thank you very much, my esteemed and honoured colleague, who has been around here longer than I. I appreciated what you had to say.

I would like to reiterate from where I sit my compliments to both the minister and the deputy minister on their recent appointments and wish them success in the challenging job that they have, along with all the support staff it will take to do it.

I am concerned with a number of areas and would hope that the minister will have time to give some response to them, along with others that have been raised.

First of all, the planning that is going to take place over the next period of time has to be given a far greater emphasis than it has ever been given before. I think we are faced with tremendous growth in and around the greater Toronto area when you consider that by 1991 there will be an additional 450,000 people in the greater Toronto area and by the year 2011 you will have another 1.5 million to 2 million people, also in the greater Toronto area. My region of York will double, but so will Peel, Durham and Halton.

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The growth is just phenomenal. Metro itself will only grow by about 13 per cent, but with all this doubling up we really have to face up to what we want the province to look like and how you are going to make it run the way it should run.

In the early 1960s, the formula for success was based on building the infrastructure first and then your housing and your subdivisions would come

in after the roads were built. What I am wanting to know is, as you shape the future with your plans, what kind of thinking are you bringing to the table?

Are you in consultation with Gardner Church and the group at the Ministry of Municipal Affairs? To what extent is there a committee that is working between your ministry and them so that we are dealing with the same data within different ministries? I have seen enough of the kind of confrontational politics between ministries in this government where you have the Ministry of Health and the Ministry of Community and Social Services playing games and you have the junior ministries out there trying to get some time. I would hope that there is some kind of collaboration, consultation and sharing in the responsibility.

The whole planning process has to involve the existing infrastructure when you realize that Highway 401 is 25 per cent above design capacity now and growing at six per cent a year. We are just dying on the vines. When you talk about gridlock, we see it happening more and more often.

I worry when I talk about planning. Highway 407 on opening day will be crowded, so what are we going to do with that? It is to speed it up and come out with a strategy for the future. We have serious infrastructure problems and I am concerned that in the kind of comments we were given by the minister in his opening statement, he has not begun to accept the full responsibility for that. I see a reiteration of old words that were presented previously by his predecessor. I would be very interested in having dates and times attached to a number of the proclamations made in his statement.

At page 3 he has a five-year transportation capital program. The government is committed. I would like to know what the details are of that, if it is public. I would like to know when Highway 407 is going to be completed. He says, "When it is completed, it will give Ontario"—I want to know when.

We keep on asking the question. I would like to know when the completion of the missing links in Highway 403 will be done. I would like to know when he is going to complete the widening of the east and west portions of Highway 401. I would like to know when he is going to put the extra support and services into Go Transit for Milton, Georgetown, Richmond Hill, Stouffville and extending the service to Oshawa. When? Give us some dates and times, rather than the same old puffery and fluffery that we have been

getting for so long. I would be very anxious to hear from him on that.

I would like to know when he is going to do something more for the Spadina subway line and adding trains. I hear it, hear it and hear it. We are getting tired of the same hackneyed statements that you bring out from year to year. All the word processor has to do is change the dates and the name of the minister. I would like to see a little bit more change that has a basis—

Mrs Grier: They just change the party and recycle the statements.

Mr Cousens: No, no, I did not say that. There are certain things—you believe in recycling a lot more than I do.

M. Pouliot : Plus ça change, plus c'est la même chose.

Mr Cousens: Yes, cap that one.

Mr Pouliot: The same old gang.

Mr Cousens: Economics: I would like to know where your dollars are going to be coming from. I realize in the last couple of years you have made a tremendous mistake in passing it back to the municipalities in a way. You have flat-lined them, you have crippled them as far as doing whatever they could possibly do in the building of roads. They are busy filling potholes right now rather than doing it—

Mr Cleary: You do not really mean that.

Mr Cousens: I mean it. Maybe Cornwall is different, because you can just go out and do the work yourself. It is not having the same problem. You are, though. The problem is, you guys in the Liberal caucus make noise in committee but you are silent in caucus, where you should be out there telling the minister and the government what they—

Mr Neumann: How do you know what we are like in caucus?

Mr Cousens: I am just sure of it because they come out of caucus with big smiles. All you do is chirp out here in public, but you are doing sweet nothing to make this government do what it is supposed to do. I am just telling you that is the problem with this government, it has got a bunch of little soothsayers who do not know what they are doing.

Interjections.

The Acting Chair (Miss Roberts): Order, please. Mr Cousens has the floor. Please, would you allow him to continue with his dissertation?

Mr Cousens: Thank you, Madam Chairman, I appreciate your intervention. I needed that, because these guys do not know—

The Acting Chair: Please do not try to provoke him any further.

Mr Cousens: They do not know when to be quiet and when to speak up.

The problem you have got then is, I would like to know how it is you plan to share the financial responsibility for the kind of growth that we can anticipate by 1991. Gardner Church made a statement this morning in York region that growth must pay for itself. Do you agree with that?

Mr Neumann: Your party wants us to cut spending.

Mr Cousens: I wish you had capped them better when you were speaking, Gilles.

The Chair: Proceed and ignore the interjections, please.

Mr Cousens: I cannot ignore such an honourable, good person. If the only time he is going to speak is in committee, we have got to give him some attention. We know he is quiet the rest of the time.

If in fact your government is saying that growth must pay for itself, I am anxious to know whether you agree with that and how you intend to bring forward the structure of grants for municipalities, regional governments, so there is a shared participation in this.

Take it a step further, if you would, and tell us how the private sector is going to be involved in your five-year plan. You talked earlier in your presentation about the five-year plan, but to what extent and to what degree do you see the private sector coming in? Do you see tolls being provided on certain public roads and highways, and if so, how do you plan to implement them?

For instance, when you talk to Mel Lastman on the Sheppard subway, he is looking at an exclusively private funding mechanism in order to build that. What he will probably do is sacrifice a certain amount of the rights for air and certain other planning considerations in order to get the subway, and he may have a way of doing it, but does it in fact balance off all the things that you should be taking into consideration for constructing the Sheppard subway?

I want to know whether or not you agree with the statement that was made by Gardner Church and whether or not it is something that is part of your—I wrote it down. He said that the federal government has not discovered Toronto. I happen to believe that Queen's Park has not discovered the greater Toronto area by the way in which you are abdicating your responsibility around the Toronto area. I would be interested in

how you can substantiate any claim on what you are doing for that area.

This is political decision-making time, and it is a time for not just passing the buck and blaming everyone else; we are faced with fundamental choices. How do we want this province to look in the future? We are in a position that we can have it like New York, or we can have it like Los Angeles. What kind of urban structure do you want?

I happen to believe that there are forms in which we can develop this province for the future that do not continue to have the heavy concentration that is predicted in the greater Toronto area. How then can we move out from the greater Toronto area to other centres of manufacturing and growth so that Ottawa, Waterloo, Kitchener, London, Windsor and other areas are sharing in the boom that is taking place here in southern Ontario?

I happen to know that if you look at the map of Western Europe, you have got a huge population in a geographic space the size of southern Ontario, and yet you have got the kind of diversity between open spaces and cities that we are losing entirely with the way planning is going on. I strongly suggest that you and your ministry come forward and I would be most anxious to hear your comments on how you see your political direction and what you see the greater Toronto area looking like.

There are a number of other concerns that I have and I would be interested in getting a statement from you, if you have time. I certainly have the time, and if you do not have time in your response, you could easily send something in writing so that we can assess it, deliberate it and then ask questions in the House.

First, what are your plans for the Sheppard subway? Specifically, what are you going to be doing over the next five years in support of the Sheppard subway?

Second, with respect to the Scarborough light rail transit, to what degree are you making commitments there to its expansion, its improvement and solving some of the problems it has?

Third, I would like to know specifically the dates for Highway 407. I asked it earlier, but it is so important to know your time frame. I would not even mind having another sod-turning with you, Mr Wrye; we could have three or four of them. I would be glad to throw some dirt around up there rather than down here to try to get the thing going.

Hon Mr Wrye: I need practice in ribbon-cutting.

1650

Mr Cousens: We are both good at the ribbon-cutting. It used to be blue ribbons. That is one thing that recycled into another colour.

Fourth, I would like to know how you are interfacing with the city and Metropolitan Toronto with regard to Mr Eggleton's plan for Bay Street. He is talking about dedicated bus and taxi lanes and pedestrian stop lights. Has he consulted with you, and what is your viewpoint on those considerations?

I see a tremendous need for fare integration across the greater Toronto area among the regions that connect into Toronto and Metro. To what extent are you going to invest in fare integration, expand it and make it work?

I would like to know the success you have seen in your ad campaign for driver safety, courtesy and etiquette on the highways. I happen to think there is a major need to do far more for driver etiquette. We are becoming a bunch of jerks on the road right now and it may well require far more policing and new methods in order to clean up some of the driving habits of people in this province.

I come down the Don Valley Parkway every day and it is less and less a pleasure. I am sure many of the accidents we are seeing on Highway 401 are being caused by these inane driving habits of people cutting in front of trucks, and rather than kill the people, the trucks make a fast turn. They are sacrificing themselves, their trucks and a lot of other things. It is also causing tremendous hardship when you have those tie-ups in traffic for an extended period of time.

I want to share in the excellent statement that was made by my friend Mr Wiseman with regard to Via Rail. I think he has said it as well as anyone in the whole Legislature. He, I know, is crusading across this province to try to have the province come in and assist in the saving of some of those routes. I happen to share very strongly in the passionate stand that Mr Wiseman has and hope that you can look at some of the commuter services that exist between the old Havelock run—and there are ones coming in from Cambridge and London.

I share some of the concerns of Mr Pouliot, but I am not going to take a knock at the north. I think it is very bad when you have an inferiority complex the way they do, and the last thing I want to do is pick on them any more than they feel picked on right now.

None the less, there is a tremendous opportunity for the province. In 1981 the province showed it knew how to do it, because in 1981

when Via Rail was cancelled in Stouffville, Markham, Unionville, Milliken and Agincourt, it was picked up by the then honourable Jim Snow. He lost his "honourable," as you will one day. The fact is that he went and put in Go Transit there. I am just saying that it is high time that you had the same kind of commitment to transportation that would take over some of these cancelled routes. I see it as an important area of concentration.

I would be very pleased if the minister could comment on some of these things. I hope that if he does not have the answers today, he will make a commitment that he will see that written answers are forthcoming so that it is not necessary to raise all these points again, because in these estimates there is just an awful lot more that we have to raise. It certainly would save the repetition that would otherwise be required. If the minister, as honourable a man as he is, certainly at ribbon-cutting, can give us the straight goods here and, for what he does not have available, make sure that the answers come back through his very capable and competent deputy minister, I would be most grateful.

I know I am running tight on my time, so I will just give it back to the Chair.

Mr Pouliot: On a point of order: With respect—and I do not wish to prolong this—I find it difficult to sit idly by while some of our constituents, specifically in northern Ontario, are being maligned to the point of being accused of having a chip on their shoulders or, quoting verbatim what the distinguished member, my colleague, has just said, "a complex." If we were to go to Markham and consult a psychiatrist in that fair community, and it was determined that we indeed have a complex, individually or collectively, it may well be one of superiority, but never inferiority. The point is not well taken; I know, in dealing with ladies and gentlemen, noblesse oblige. I would welcome your comment by way of an apology to the people of the north by withdrawing your remark, at the very least.

Mr Cousens: If I could address that concern, the last thing I want to do is have Markham psychiatrists overworked to such a degree as would be suggested by the statement of the honourable member from the north. Therefore I would withdraw that kind of reference, because I happen to know that he personally may have problems at certain times and I misdiagnosed what they were. I would have to figure out exactly what it is, and it is going to take another time and another place in order to do it.

Mr Pouliot: I certainly would not favour you with my problems. I do not want to prolong this.

The Chair: You are being quite successful.

Mr Cousens: We will give you a few more.

Mr Pouliot: I am here to give ulcers, not to get them.

The Chair: Yes. I do not see any particular point of order, but both had a bit of a chance to get something off their chests, so we will leave it at that.

Minister, you now have up to 30 minutes to reply, even 32 1/2 if I treat you the same as the opposition and the third party.

Hon Mr Wrye: I think I am going to try to keep this fairly short, and then perhaps on some of these key issues we could get into a bit of a discussion. I will touch on a number of topics.

Let me start, first of all, with Via, which was raised by all four of those who spoke. All four, apparently, have decided to go the way of caving in to the first time the federal government announced yet another offload of its constitutional responsibilities to the province.

Much has been said about planning and the need for planning. I mean, talk about clichés; I think I heard a few as well. As we go through these estimates we will get into—and I am delighted to get into—details about our planning that we have in place. We have some very ambitious plans, both for roads and for public transportation; indeed, plans for remote airports and for marine expansion; really all of those areas that the government of Ontario is responsible for. Our plans are ambitious and they are, I think, far-reaching and look forward, not into the next decade but beyond that into the next century. Believe it or not, that is how long some of the roads will take.

Over time, I have heard both opposition parties saying, "This ought to be done in an era of less spending." I think I acknowledge what we all know in all parties sitting here around the table, elected as we are today, and that is that there is some sensitivity on the part of the taxpayers of Ontario to ensure that their tax dollars are going as far as possible and some sensitivity as to extra tax dollars that they are going to willingly put forward.

Very clearly in the budget of May, the Treasurer (Mr R. F. Nixon), in paying for some of these additional programs and new roads and transportation systems, did indicate some additional method of having some measure of user pay with some of the new programs to collect money.

There has been much said about Via losing money, a lot of it by my federal counterpart. I have no doubt that the system that Mr Bouchard now runs does lose money, whatever the word "lose" means here. It is subject to substantial subsidization and will continue to be a matter of substantial subsidization. I do not think any of us around this table ought to be under any illusions that that will not be the case, no matter who owns the system.

We have, however, in this country always paid for that kind of special ability to have something a little extra, whether it is a train into Kapuskasing or a train into Peterborough or the early morning run for the woman who is coming into Toronto from Kingston to see her doctor so that she can get back that night and have some time here to get that done. We have always accepted that as an important part of a balanced transportation system in a province that is very large. My friend Mr Pouliot makes a good point when he says that the riding of Lake Nipigon alone is the size of Germany. I think that gives us a bit of perspective on what we are dealing with.

1700

What the federal government in Ottawa has done is walk away in a very major way from its traditional responsibilities, its constitutional responsibilities at a time when it knows full well that this province is paying record amounts of its budget to try to meet the obligations that my colleagues and critics so correctly pointed out, and I take you through all of them.

My friend the member for Lakeshore (Mrs Grier) talked about our need to move forward in transportation for the disabled, and we are; \$55 million this year, huge increases. She would argue not enough—on some of these, I might privately agree—but more than ever before. My friend the member for Lake Nipigon talked about wanting to know about the initiatives to plan for four-laning, passing lanes, resurfacing, all of the initiatives that we need to open up the north on Highways 11, 69 and 17.

My friend the member for Markham (Mr Cousens) participated with me in the opening this morning of a \$22-million project. I would be delighted to see him if any of us are around here for the opening of other projects, such as Highway 401 going east, which is a \$200-million-plus project. He mentioned the work on Highway 401 and mentioned wanting to know when all of these projects would come on board. They have a huge price tag. Those are all things that we are spending money on.

We spent \$112 million on new rolling stock for GO Transit so that we can meet the demands, whether they be on the Markham line or through Stouffville, where we need additional trains; whether it is on the Richmond Hill line; whether it is on the Georgetown or the Milton line.

Then in the next breath, my friends in the opposition suggest we spend even more to pick up those VIA subsidies—because that is what we will be doing; no one should make any mistake. I do not come to these estimates saying, “Oh, you know, if only Mr Bouchard had a better vision, he would break even.” I think he could do better, do not get me wrong. I think that VIA and the federal government’s policies are going in exactly the wrong direction. A national rail transportation act, which would have given priority to passenger rail services, should have been pursued.

The rolling stock, much of it 40 years old plus, not like ours at GO Transit, should be upgraded. It is going to cost a few hundred million dollars, but that is what needs to be done. The rail beds ought to be improved and upgraded and repaired where necessary. All of that will take some upfront money for a payback, which we have seen on GO Transit, of having more people, as I think we all desire, riding on a rail system and easing pressure on our already highly congested roads; or in the case of those areas that do not have the congestion, particularly in the north, parts of the east, parts of the southwest, of providing an alternate form of transportation, particularly, as VIA Review 89 points out, for the young, the old and those of lower income levels. Those are the people who ride VIA. It is not meant as a criticism. It is meant as the reality, and I think the critic for the official opposition, Mrs Grier, pointed that out.

But all parties now ask us to get into that additional subsidy. I just share with you, and we can discuss this more, that there are limits to what this province can do. I am not sure; perhaps I was hearing that my friends want to add another \$150 million, \$200 million to the province’s transportation bill. Fair enough. Or perhaps you want to redirect that money. Fair enough, but I will need to know where. Those are some of the problems that we face.

We are not unwilling to pick up our responsibility, but I say to my friends in the official opposition and in the third party that these are clearly federal responsibilities. If it begins with these cutbacks, where will it end? We have a legislative mandate in the GTA and in Hamilton-Wentworth, and we want to make sure that in

every way we are meeting that mandate. I think up to now we are, but we have some great challenges ahead of us. I think, as we get into GO Transit and some of the various lines, we should talk about that.

The member for Lake Nipigon talked about the sense of alienation—I certainly would not want to take out after my friend the member for Markham and get myself in trouble on another point of order—that sometimes the north has, that there is not an acceptance, not an understanding that with the great distances there are to travel in the north there needs to be a tremendous sensitivity to the need for a rail system, a more expansive and important road system and indeed for a road system, particularly with the gateway roads, if I can use that term—“key corridor roads” is perhaps a better term—that will offer to the north an opportunity to move forward economically and otherwise through the decade of the 1990s and beyond.

I will share in greater detail—I am delighted to do so—with my friend and with all members of the committee our plans, because there are plans. They are in black and white and they do go forward for many years for Highways 11 and 69 and 17. I am just delighted you asked and absolutely delighted to respond. I was in Kirkland Lake last Friday with the cabinet committee on northern development. Just as an aside, in terms of our plans and going up there, we were talking about some of our plans for Highway 11.

I will give you a sense that on that highway alone, in the next decade or so—I think a little less—we expect to be spending somewhere over \$100 million. Substantial four-laning, new interchanges where traffic volumes have begun to warrant them, resurfacing, widening of shoulders, all of the things that we spoke about in my opening statement are important initiatives for that road. We will share with you not only Highway 11 but our plans for Highway 69, where you know there are some major initiatives getting under way. One can always say they are late, and perhaps they are, but we will share those as we go forward.

We have over the distance of northern Ontario an interesting statistic. With about 21,000 kilometres of King’s highway in the province of Ontario, it will interest the committee to know that over 10,000 of those kilometres are in northern Ontario, which points in a very clear way to the challenge that faces us as a ministry to address that system. I assure the committee members—and that will come clear, I think, as we

go through these estimates—that we will address the system.

I could not help but make a note while my friend from Nipigon was in his usual extremely eloquent way chastising this government for a lack of vision and lack of planning and generally horrible neglect of the north, particularly perhaps his riding, because I am sure a little bit of the local flavour and his sense of perhaps some degree of neglect came through. I just made a note that in the great riding of—is it Lake Nipigon or Nipigon? Just Nipigon?

Mr Pouliot: Thank you for asking. Lake Nipigon.

Hon Mr Wrye: In the great riding of Lake Nipigon we now have built and manage a total of 10 remote airports. Two more are under construction and will be open, I think, in the next year or so. This is not exactly a traditional responsibility of the provincial government—some might even suggest it is a traditional responsibility the federal government might have had—but we are delighted because it is important. I mean this quite seriously and sincerely.

1710

It is a critical issue in parts of the north that my friend so well represents—and my colleague the member for Kenora (Mr Michash)—and other parts of the great northwest particularly, that we respond to the demands and needs of the people of that part of Ontario. I think my colleagues, particularly with the sensitivity they have—greater than mine—would agree it is literally a lifeline. Again, one might say it is too slow, but nevertheless we have a sense of determination that has led us to open four new airports this year and another four or five in one stage of planning or other, with plans to open them in the days to come.

My friend the member for Lanark-Renfrew raised a number of important issues. He talked to me earlier about the whole issue of truck transportation and traffic patterns, and as we go through these estimates, with the truck volumes that I know he spoke about, we hopefully can share with him and with members of the public some of that information.

I am delighted to talk in some detail about the seatbelt issue on school buses, which I believe he has raised in the past and which is an important issue and one on which an awful lot of work has gone on. The assistant deputy minister responsible for safety can give you some of the latest details. There have been studies under way at the federal level, as I remember, and a large number of those studies are just coming to fruition now.

There has been a great deal of work, because the whole matter of whether seatbelts will add or detract from the safety of those who would wear them has been a subject of some controversy for many years.

We will have more for you on salt erosion and on the issue of the alternative forms that you suggested. We have done some investigation of those alternative forms. I can say that notwithstanding our own investigation, one of the things we are doing, rather than doing studies ourselves, is looking at some other investigative work and studies that are under way in other jurisdictions and using their work in similar jurisdictions to monitor whether we ought to move to these forms of substances on an interim basis.

I can say to the member that it is our view that the products he mentioned do not represent the ultimate solution that we want to move to in Ontario. They are not as environmentally sound, if I can use that term, as we would wish them to be. We can discuss that a little more as estimates proceed.

The member for Lanark-Renfrew, Mr Wiseman, talked about Highway 417 and again we can share some of the plans. I know the leader of the third party, who went to Pembroke and had a good meeting with the mayor of Pembroke, has raised some of his concerns in the House. We can talk about the plans for that roadway and give you some detail on it—certainly there is a plan—including details on passing lanes and other expansion of that roadway.

At that time, or at some point perhaps, I would also offer to members of the committee the opportunity for us to expand a little bit on where we have come from and where we are today in discussions, federally and provincially, on a national highway policy. It is a matter where we have done quite a bit of work on a co-operative national basis. We received a presentation when we were at a federal-provincial conference last month in Calgary and we have begun to put together the beginnings of not just a provincial plan but a national plan which will take us forward for not just years but literally some period of decades and which is reflective of the views of all the levels of government. Money may be a bit of a sticking issue, but that will not surprise any members of the committee.

My colleague the member for Markham wants to talk about what in heaven's name we are doing with planning. I have heard a lot about that. My assistant deputy minister, Gerry Johnston, who sits on the steering committee of assistant deputy

ministers on the greater Toronto area, you will be pleased to see, will be delighted to sit down and discuss some of these matters in greater detail with the committee.

But I can say that there is an effort to recognize some of the very dramatic growth that has gone on in the Metro Toronto area and the greater Toronto area, not only with Mr Church's appointment as the deputy minister responsible for the GTA but with some breaking away and splitting off of the traditional cabinet committee system that I think certainly two of the members of this committee will be aware of. In the past we have had a cabinet committee on economic policy and we have in some ways split that into a cabinet committee on economic and environmental policy and a cabinet committee on housing and community development.

This ministry is involved as an integral part of both committees, but the housing and community development will not be a Metro committee per se. It is obviously not a GTA committee per se. It is obviously focusing, in a great many of its initiatives, where they are not generic in nature, on the initiatives in the GTA. Certainly I am on both committee and am very impressed with the kind of work that we are doing. Mr Johnston can certainly help the committee on some of the specifics.

In terms of funding for municipalities, I just simply say to my friend from Markham that we have a great deal to do. I do not have an exact figure with me. I was going to try to get some of the growth over the last four years for municipalities.

Well, I might have it. In terms of municipal roads, the estimates have moved up about 40 per cent since 1984-85, when there was about \$520 million; there is \$700 million this year, as you will see in your estimates book. The growth in municipal transit has not been quite as large, \$322 million to just under \$400 million, but a substantial growth none the less. Again, all of those figures are available for you in your briefing book.

I would say to my friend from Markham, however, that the growth in municipal spending will be accelerated in the next four years as \$200 million of the \$2 billion in additional spending which was announced in the May budget is directed towards municipal roads. Because the provincial budget followed the setting of priorities at the municipal levels, we certainly did not try to flow any of that money this year.

Just let me make a note finally that my friend from Markham suggested that Queen's Park has not discovered the Toronto area. I think that is a quote too from what you said. I think that \$1.2 billion of additional money—that is additional money—over the next five years indicates much different. Certainly we are quite prepared to discuss a number of problems. You raised a number of questions, some of which I will be delighted to answer you in writing. You touched on fare integration; I touched on that.

Mr Cousens: You said some of them are in writing. Others—

Hon Mr Wrye: We will make sure we give you everything. We will keep in touch.

The Chair: Do not be distracted.

Hon Mr Wrye: I should never take the bait of interventions. Finally, the plans for the Sheppard subway: We have, as you know, for the first time in 10 or 12 years announced a provincial initiative for a public transit subway system. The first section of the growth of the line, an integral part of any future Sheppard subway, will be a \$180-million project which will take the Spadina line, I guess, a couple of stops north, from Wilson to Sheppard, to the Sheppard terminus.

We continue to protect the corridor along Sheppard. A lot of work is now under way and discussions are now under way with a variety of sources as to what our next step will be. But we want to get on with the Spadina line, a \$180-million project, just as quickly as possible. It is a critical project for Metro, in fact for the entire northeast part of Metro, that we move forward with that. We want to get on with that.

Let me leave it at that and have perhaps some discussion until it comes time to adjourn today.

Just as I do, a number of colleagues have raised specific highways. If you want, I will throw forward another suggestion, again for the committee to make up its own mind. Mr Kelly, who is the assistant deputy minister of highway construction and planning, will be delighted to be here tomorrow to give you some of the planning details of some of the roadways in that period of time when I am going to be absent, before my return tomorrow afternoon. If the committee thinks that would be a useful spending of its time, to get into some of the detail to see what kind of planning we have got forward to go in the north and in the GTA and all through southern Ontario, we would be delighted to do that.

Mrs Grier: I think what would be most helpful would be if we could perhaps agree that for the remainder of this afternoon, while the

minister is here, we focus on one particular topic rather than going all over the place. Details of specific highway status could perhaps be provided in writing to us and then we could question tomorrow. But I worry that if we start answering questions all over the place, we will never really be able to concentrate on one topic, and I certainly would like to have some greater discussion about the effects of the Via cutbacks, if we could perhaps do that today.

Hon Mr Wrye: That is fine with me. I just thought that perhaps at the public service level tomorrow, while I am away, of necessity, for a period of time, would offer an opportunity for Mr Kelly to come in. We will share with you, we will give you a little presentation and we will give you some colour-coded maps and the like and you can ask questions on it. Then when I return, you can ask questions to me. I just thought it might be a useful period of time and certainly I am delighted in the next 20 minutes or so to talk a little more about Via.

Mr Pouliot: To clarify or for information, how long are these estimates?

The Chair: We will finish tomorrow.

Mr Pouliot: How long must you be away, Minister?

Hon Mr Wrye: I expect—and this was cleared with your folks—about an hour. I have a speech which I committed to a good month or month and a half ago to the Board of Trade of Metropolitan Toronto. It is a very important occasion and a very important commitment for a major speech.

The Chair: The minister will be leaving today at a quarter to six. He will be attending committee tomorrow, as I understand it, at 4:30.

Hon Mr Wrye: I would be delighted if question period ends early—none of us can ever determine—and you want to get the committee going right away, I will commit to stay here until a quarter to four and then rush off to do my thing and come right back. I expect to be back at about a quarter to five, Mr Pouliot. I am going to need a good hour.

Mr Pouliot: Five hours is a very short time to address this matter, but that is not unusual.

The Chair: We do not need to rehash that, Mr Pouliot.

Mr Pouliot: Well, I do not wish to be—

The Chair: Just a moment. The system is set down in the rules now. The subcommittee met. The choice of the Ministry of Transportation and the Ministry of Municipal Affairs was not that of your party; it was the Progressive Conservative

Party's. Everything was agreed to prior to this sitting and next week we start the Ministry of the Environment, so there is no need to complain about the system. It is according to the book and we had no other choices.

Mr Wiseman: I just wondered, Mr Chairman, could the House leaders grant us permission to start at, say, three o'clock tomorrow and get some time in before the minister leaves? Is there a possibility of that?

Hon Mr Wrye: And you can adjourn for half an hour.

The Chair: Okay. Let's not waste too much time now. Our clerk will say a word or two.

Clerk of the Committee: The only rule is that the committee must not start before the end of routine proceedings, which is the end of question period, motions, petitions, etc. If you want to start before the end of routine proceedings then the committee can request that of the House leaders.

The Chair: The members of the committee who are here: If you trot down here right after question period, I will be here to start if that is your wish.

Mr Matrondola: Minister, I would like to congratulate you on the good start here on the estimates, but I do have some concerns that I would like to ask about and perhaps clarify with you. Perhaps, with all due respect, I can make some other comments, to which you may agree or may not agree, but I also have to try to look after the interest of my constituents.

It says here on page 3 that Highway 407 in the northwest quadrant of the greater Toronto area will be completed and so forth. What about the northeast quadrant? Highway 407 is supposed to go, I understand, east-west and you are talking in here about the northwest. What about the northeast?

You talk about the Spadina subway line, which I really applaud our government for going ahead with. That is a very good start. Also, connecting the Sheppard corridor was very good. But I suggest that what I would like to see, which will serve the community well and which we should try to achieve, is to continue the subway also north with a stop right in York University so the students can get out right in the university, go into Steeles Avenue and bring it along Steeles and extend the old line which is now at Finch Avenue to Steeles so it will be looped there. The subway unfortunately, the way it is now, goes from nowhere to nowhere and this loop is important so the people in York region, when

they come down, say, Yonge Street, will stay on beyond the loop and go back at Bathurst, Dufferin and Keele and so forth.

It would be ideal, if we had the money, to go all the way along Steeles to perhaps Kennedy Road or even Markham Road and bring the Danforth line or the Scarborough light rail transit line up all the way—it goes now to the Scarborough Civic Centre—up to Steeles. That way there is a loop in the subway and we will relieve Metro of the York region traffic. That would be ideal, together of course with the Sheppard subway. If we are trying to take cars away from the city, from Metro, we have to provide other means of transportation so people can go around.

Obviously this costs money. It is fine for me and for people living up in the north end of Willowdale that for \$1.10 they come downtown. They can ride a whole day by transfers on the subway and on the buses and so forth, but maybe we should adopt a different fare system, because whether you go one subway stop or bus stop or you travel the whole day on the subway, you pay the same amount, and maybe we should have a different fare structure—something to bear in mind, perhaps.

Mr Neumann: Why do you not let him answer that?

Mr Matrondola: I am sorry. You may want to answer that or to make notes and answer at the end, whichever way you like.

1730

Hon Mr Wrye: That is fine.

Mr Matrondola: On page 6 you say: "Each year, nearly 27,000 people are injured in highway accidents and \$200 million in property damage costs are incurred. We have to reduce these numbers." Do we have any statistics explaining why 27,000 people get hurt? Why do we have so many accidents? What is the reason for it, I would like to know.

I suggest that perhaps we should rearrange some priorities. Perhaps we should perhaps have checkpoints along the highways or at ramps. It is my observation that many accidents happen because the cars are not fit for the road, the automobiles are not fit to be on the road. They are too old perhaps, or the tread is used to the end and so forth.

We have a very important problem I observe here around Metro and on the highways. On two-, three- or four-lane highways, what happens is that the cars are travelling east or west or north or south. Many people are in the passing lane and then you have a car here and a car there

and the other two lanes, the middle lane and the curb lane, are not really travelling. The passing lane, the leftmost lane, should be left free when people are using that lane to overtake and pass and move to the right, but even if you try to do that, they go at a certain speed, frequently even below speed limit, and you are not able to pass, so you have to try to negotiate to the right or to the left or wherever you can. That frequently causes an accident.

God forbid that you try to beep the horn, even in a gentle manner, to signal to the person in front of you, "Please move to the right," so you can pass. They will put the brakes on—most, without fail. I have observed that very carefully and that happens and therefore creates problems and accidents. The driver behind gets frustrated and tries to overtake on the right. They try to speed up and frequently have accidents.

Maybe what we should do is, first, at ramps and also along the highway—at ramps we have enough space—we could have a mobile workshop or service vehicle that pulls you over, just like the Reduce Impaired Driving Everywhere program, but the RIDE program only stops you to see if you are drunk or you have your driver's licence and so forth. We should have mobile service vehicles there that pull up the car, check the brakes, check the tires and check the condition of the car. If the car is not in good order, pull it off the road or give them 48 hours or whatever to fix the car or give them a fine. People would know that once they get on to the highway, they have to have a car that is in perfect working condition.

The slow drivers frequently cause accidents, in my estimation and observation. People fail to share the road. Many people feel they are the kings of the road. As I said, if you try to beep the horn or try to overtake them, they speed up and you are cornered behind another driver. In wintertime, obviously, with the icy roads and what not, it is even worse. They fail to share the road. At night, if you try to flash the light to signal them to move—it is easier for them to move if they are going slower—they will slow down. So then you try to overtake and the same thing happens.

I would suggest that we should have the OPP on these major highways in plain cars and plain clothes. When they observe this kind of behaviour on the road, they should pull them up and really give stiff fines, because then we are training our drivers to drive properly and share the road with other people.

I see even along the Don Valley Parkway, which frequently I call the Don Valley parking

lot—but then when there is not so much traffic, you have the same problem. You cannot move because the people in front of you just do not move.

You may be rushing somebody to the hospital; there is no hope that a person in front of you will move. I observe, even with ambulances, people try to speed up. They do not move. This happened even the other day. Never mind with the ambulances; even with the police they kept going. For God's sake, move to the right and stop and give way. No, they try to speed up, and then they try to speed up after the police or the ambulance because they are making it through and they try to speed up after that. These are certain things that we should perhaps address.

The fine for higher speeding: In a way, it is a very good thing to have fines for people who speed. At the same time, if the cars are in perfect condition and with the roads that we have, I do find that the speed limits are too low, because many times accidents are caused by traffic jams.

If you take off from here and you go to Windsor, to go to Windsor would take approximately four or four and a half hours at the speed limit. To go to Montreal would take probably six hours at the speed limit. But if the car was in good condition and you were able to go at a higher speed, you would be on the road to Montreal not for six hours but for four hours. Hence, one third of the traffic would be wiped off the road, and the same going to Windsor or anywhere else.

The point is the good condition of the car and the ability of the driver to drive. Maybe it would be a good idea that we do not get to 70 years of age to go for other tests. Maybe every 10 years we should all go back for a test. It would be good. It is a good refresher. We would learn. Doctors continually go for upgrading of knowledge. Lawyers go frequently to seminars and things for upgrading. There is nothing wrong with it for drivers. And if they are no good, pull them off the road. The roads are for people who know how to drive.

It is a privilege to drive. It is not a right, in my opinion, but we must share it. That is what I believe. And slow-driving people should be penalized, especially when they are in the passing lane.

The business of the seatbelt is good in a way but in many ways may even cause problems. I wear it, but, believe me, I have a problem with it. I really do, because it prevents you, especially in wintertime, from turning around and looking and watching and so forth.

Could you also tell me what you plan to do about the review of the demerit points and this graduated driver's licence system? I would like to know about that. I do like this idea of "a new program requiring repeat drunk drivers to seek treatment and produce proof of having effectively dealt with their problem before being allowed to drive again." That is a heck of a good idea. I really congratulate you on that.

At the end of page 7, you were talking about roadside inspection. I would like to know what you mean by that; whether it is the same idea that I had or something different.

These are my comments. I hope that you take them under advisement. I am not trying to be critical. I am trying to improve, perhaps, the system and give some suggestions. Of course, representing my constituents of Willowdale, I would like to see the Yonge subway line expanded up to and across Steeles Avenue. Thank you.

Hon Mr Wrye: In the time we have remaining, let me try to go through a number of the points that my friend the member for Willowdale has raised. It is Willowdale, now; that is the name of the riding.

Mr Matrundola: Willowdale. It used to be Armourdale.

Hon Mr Wrye: The first issue is Highway 407. Very briefly, let me report on Highway 407. I am advised by Mr Kelly that the project is, if anything, slightly ahead of schedule, which is very good news indeed. I think we should be clear, however, this is a project which is going to continue for the next decade and probably beyond.

We have chosen to do the area in the northwest quadrant first because of some of the pressures being a little greater there, but the plan is eventually, in stages, to move the project over to Highway 404 and then to the present Highway 48.

1740

Beyond that, we certainly have protected corridors. As you know, we have been following the Hydro right of way, and in that regard I should say that somebody back in the mid-1960s who set aside some additional property for an eventual highway turns out to have been very visionary in terms of his approach. Quite frankly, as one looks at what we are doing now and the need for, in effect, that very important road across what is now the north of the GTA, it is a little frightening to think of where we would be without having had that land set aside.

On the Spadina subway line, I thank my friend for his support of the work that we are undertaking, the \$180 million of proposed work already to be undertaken. He raises a good point in terms of the looping of the line, and an issue that we are looking at—

Interjection.

Hon Mr Wrye: It has been over 10 years. We are looking at the issue of looping because one of the things one gains from looping the line is that one can improve the speed of the line. You make a good point of having both of the current lines stop at nowhere and have to sit and then head back down south. A constant looping action would very much improve the productivity on the line, which as a number of people pointed out, such as my friend the member for Etobicoke-Lakeshore in her opening remarks, would allow us to put more people on that very important subway network, which is not only important for Metro, but as one goes further north, important for all parts of the GTA.

I cannot agree that a fare structure such as what one is proposing and we used to have at one point—I guess it was dropped in the mid-1970s. Some time in the 1970s we used to have that two-zone fare structure in Metro, because I remember I lived in zone 2 and I had to drop two coins in the fare box on my way in from Etobicoke, which in those days, of course, was in the furthest reaches of civilization.

Mrs Grier: It still is, in many ways.

Hon Mr Wrye: "It still is," says my friend the member for Etobicoke-Lakeshore, and I am glad she said that, because I would not want to encourage my friend the member for Lake Nipigon to do another point of order, this time chastising us for running the people of Etobicoke into the ground.

Again, in terms of the smooth movement of the citizens of Metropolitan Toronto, I do not think it would be helpful, and I do not think it would be helpful in terms of what a number of people have talked about today, and that is the issue of fare integration.

In terms of accidents, and I guess we can share any work we have, we have had some discussions about the fitness of cars as a cause of accidents, and interestingly, from our studies, there is absolutely no correlation. It is driver, not vehicle. That is why the other part of your remarks, which talked about driver education, I think, that is really what was being talked about, and my friend the member for Markham talked about lack of driver courtesy, which gets into lack of proper driving habits, is really the area in

which we are going to be devoting considerably more resources and effort in the months and indeed years to come. There are incidents where bald tires or shock absorbers which are gone or other kinds of mechanical failures are causes of accidents, but overall there is not the relationship.

I appreciate your comments on fines. I may have something; there may be more we will want to talk about on speed limits tomorrow. I was told today that there are some statistics just out from the United States which indicate that the increased speed limits in the United States are having a negative effect in terms of fatalities. I do not know whether we can get those statistics, but if so, the assistant deputy minister of safety and regulation will be here tomorrow—no, he will not, actually. We will have them, we will be able to discuss them tomorrow, but those statistics are a little disturbing.

Finally, in terms of the seatbelts, we have already begun a major seatbelt campaign. I alluded to it in my opening statement. Very clearly, I would tell my friend the member for Willowdale, your chances of being killed if you are not wearing a seatbelt when you are in an accident increase by a factor of 21. You are 21 times more likely to be killed. Your chance of being seriously hurt are eight times higher if you are not wearing a seatbelt, I say to everyone in this audience. If you hit the general Ontario norm, at least three out of every 10 in this room, or about six or seven people, will not wear their seatbelts on their way home tonight if they are taking their private vehicle.

But those are statistics. I just share with you that those are statistics which we have had year in and year out; they do not change. The percentage of those being killed and seriously injured, as opposed to cuts and bruises, is very much higher and ought to be of concern as all of us try to grapple with issues of health care, insurance and all of the things that do play out from transportation.

I do not think any of us would want to deny that there are impacts on both insurance and health care, no matter how we come at the problems in other ways, that we can all work together to have a positive effect on in terms of dramatically increasing seatbelt usage. If we can get our seatbelt usage into the 90th percentile, 80 people a year can be saved from being killed, so it is a challenge ahead of us.

If you want to ask more about that and what we are going to be doing tomorrow, we will be prepared to share some preliminary thoughts

with you, but they are very preliminary. It is something we are going to be putting together in the months to come. I am going to leave it at that.

The Chair: Thank you. We are going to adjourn until tomorrow at—I would ask the minister to come down right after question period. The Liberals have used 20 minutes. The rules say you must share the time between the recognized parties after the minister has replied to the statements. The Liberals have used 20 minutes and I intend to share, as the rules say.

Hon Mr Wrye: Just before you gavel out, do people want to do GO? Otherwise, we will not

bring in the executive director. Do you want to do some Go Transit tomorrow? We will bring in Tom Smith. If not—

Mr Neumann: It is hard to decide as a committee.

The Chair: You cannot tell who comes in.

Hon Mr Wrye: Okay, we will bring him in.

The Chair: I would like to see Tom. I have not seen him for quite a while.

The committee adjourned at 1747.

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From the Ministry of Transportation:

Wrye, Hon William, Minister of Transportation (Windsor-Sandwich L)



No. D-5

Hansard

Official Report of Debates

Legislative Assembly of Ontario

Standing Committee on Estimates

Estimates, Ministry of Transportation



Second Session, 34th Parliament

Wednesday 25 October 1989

Speaker: Honourable Hugh A. Edighoffer
Clerk of the House: Claude L. DesRosiers

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Contents of the proceedings reported in this issue of Hansard appears at the back, together with a list of the members of the committee and other members and witnesses taking part.

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LEGISLATIVE ASSEMBLY OF ONTARIO

STANDING COMMITTEE ON ESTIMATES

Wednesday 25 October 1989

The committee met at 1505 in committee room 2.

ESTIMATES, MINISTRY OF TRANSPORTATION (continued)

The Chair: We shall start consideration of the estimates for the Ministry of Transportation. We shall finish with our five hours at three minutes to six.

Hon Mr Wrye: Just for your own planning, I hope to slip out at about 20 minutes to four, so that with the traffic congestion in downtown Toronto I can be present at the Board of Trade of Metropolitan Toronto for my 4 o'clock speech.

Mr Pouliot: We only wish we could accompany you. I want to wish you well in that endeavour.

Hon Mr Wrye: Thank you, my friend. I will be back as quickly as possible because you may have some supplementaries.

Mr Pouliot: I was certainly pleased and members of our caucus were very pleased when your kind thoughts of yesterday were conveyed to them. There was some supplementary questioning regarding the clarity of your—was it a feeling that you would have to pick up the void left with the cutbacks of Via Rail, or did you have a definite plan that you would put in place and still supply the service with the cutbacks?

Hon Mr Wrye: I appreciate the point you are making. At the risk of opening myself up to the suggestion that we are into the world of maybes, the answer is really maybe. We are still doing our analysis of what options are available in terms of the cutbacks and generally in terms of rejecting suggestions sincerely held and offered that we be involved. I have for the most part intended those remarks as a disinclination to be specifically aimed at southern Ontario.

We are looking very hard at parts of the north. I would probably say to you and to the members of the committee that we probably would not at the end of the day be in a mode of replacing car for car, train for train, vehicle for vehicle, but there are some lines where there appears to be an imperative.

I have Norm Mealing here, who is the executive director of provincial transportation.

He is very knowledgeable, probably our key expert in the ministry on rail matters. Perhaps I might ask him to sit at the front table. I have only been minister for two and a half months and I do not pretend in any way, shape or form to know all the intricacies of the issues. I would like to have him join in the discussion. Perhaps we can have a discussion on the real problems you very correctly raise for the north. The problems and the volumes are very urgent in southern Ontario, but in the north, and my friend Frank Miclash from Kenora would say the same thing, they are literally in some cases lifelines.

Mr Pouliot: I appreciate the compliment and the courtesy. You have answered my question fairly well. We have already indicated that five hours is so little, but we are confined by the system. I have some supplementaries that I am ready to proceed with now regarding Via Rail and transportation in northern Ontario. For the sake of saving some time, if it is okay with the minister, I would like to go to the first supplementary.

Hon Mr Wrye: Let me hear a couple of those and then we will get Mr Mealing involved and have a good dialogue.

Mr Pouliot: You were very quick off the mark immediately after Via Rail made the announcement that it was to curtail service considerably by 15 January 1990 and you are to be commended. You were a soldier at your post. You represented not only the aspirations of the people of Ontario in terms of transportation, but also served your government proudly. You did them proud.

There is some conflict unfortunately. In this world there are often conflicting messages, and I have a very blatant contradiction. I am not suggesting for one minute that someone is shying away from the truth and that this is deliberate and systematic, although there is a systematic approach in it. There is a certain methodology that contradicts and impedes your commitment.

I have a document with me that is very simply a study of rail passenger service to and from northeastern Ontario done by a special panel. This was mandated and commissioned in the spring of 1989. The terms of reference are very clear, among them the objective: "The Ministry of Northern Development and Mines, in associa-

tion with the Ontario Northland Transportation Commission, wishes to review with the people of northeastern Ontario, individually and collectively, the appropriateness of rail passenger service provided to the area. The objective will be to consider whether, in the light of high cost and apparent lack of usage, reduced service at lesser cost can in fact be provided." Now, this is the government of Ontario with a government body, establishing—

Hon Mr Wrye: I am sorry. Could you repeat the last portion of that?

Mr Pouliot: "In the light of high cost and apparent lack of usage, reduced service at lesser cost can in fact be provided." That is the objective. There is a transportation item there. This is why your government and another government body, the ONTC, get together, establish a panel and say, "Your mandate is to study cutbacks." That panel has to issue a report by 1 August and we do not have the report. Now that deadline has been exceeded and that is somewhat normal, but that was 1 August and we are at the end of October.

"The panel's report will include the following. One of the subject matters is the desire to reduce the cost of the transportation subsidy on both the short- and long-term bases."

It is embarrassing. If I were the minister—you have been broadsided or blindsided or whatever. I mean, there you go, and not only do you believe what you say; you are an honest person. As the champion and defender of service you remind yourself daily of your mandate, which is to service and develop, in the context of the north, services that will enhance our possibilities and that will make tomorrow better. But before you do that, even before the cutbacks were announced, the same government says: "What we are going to do here is cut back. That is a clear mandate, to come back with cutbacks."

It is going to rain on your parade. It is just a matter of credibility, and you are experienced in this kind of endeavour. I am very candid. If I were in your shoes I would blush, maybe just enough, but I really would be embarrassed in view of that contradiction. I would make sure that the opposition and members of the House get a straight answer, because this goes contrary to what you have been telling the press, what you have been telling members of the Legislature as well and what you have been telling the reeves and mayors of municipalities, "I, Bill Wrye, Minister of Transportation for Ontario, will oppose." You are doing exactly the same thing; I mean your government.

Hon Mr Wrye: First of all, we should all understand that this is to reconvene a task force reporting to the Minister of Northern Development (Mr Fontaine). The report is complete. You mentioned 1 August. The report is completed and as is the case with many others—I know you would be particularly sensitive to this—the report is being translated. I think my colleague the minister indicated that it was with the translator about 10 days to two weeks ago, so I would be looking to early November. I guess I would join you, as all members do, in regretting that these are coming out a little later than we would have liked, but that is what happens.

Mr Pouliot: Is the report already available in the original language?

Hon Mr Wrye: I think that will be up to the minister to decide. You can ask him when he is back in the House.

Let's look at some of the differences between what we are doing, what is being done with Mr Rukavina and the task force and what the federal government has done. One of the very worst aspects of what the federal government has done with the Via cutbacks is that they were done without a word, without a moment, without a shred of consultation; not a bit.

The reason we were fast off the mark when the federal government made the announcement was that we heard the bad news in Calgary. I gave some indication to the press at that time, in a public press conference afterwards, that Mr Bouchard of the federal government had no intention (a) of consulting and (b) of changing its mind. There was no consultation with the public, no consultation with municipalities, no consultation with provincial ministers, no consultation with anyone.

In our case, I think we quite appropriately laid it on the line. We said that we have rail transportation services, some of which have high costs—I think I am quoting—"from the apparent lack of usage." We want to take a look and see whether those services can be delivered as well or better in different modes.

I have talked a lot about a balanced transportation system that talks about all modes of transportation. I can tell you that in Calgary I made it very clear to Mr Bouchard, and I make it clear to you on the record today, that this government does not believe that there is no train, no line that ever ought to be cut or changed in any way in Canada. The world we live in is a dynamic world and there are some dynamics out there. I do not think one ought to spend more money, huge amounts of money for a subsidy for

a line that is inappropriate to be used and where there is a good and decent alternative available. That is what we asked the Rukavina task force, made up, I believe, Norm, basically of northerners to look at.

Mr Mealing: All northerners.

Hon Mr Wrye: All northerners. So we consulted. We not only consulted, we set up a task force and said, "Go around the north, talk to anyone and everyone you want and come back with a report and give us your views on this." They have written their report. They have made certain proposals and drawn certain conclusions which they are offering to the Minister of Northern Development. He will release the report and make any comments the government thinks are appropriate.

I do not know how extensive the consultation was. They certainly talked to a large number of people and the group was made up of northerners in the first place. I would say that it may not be perfect, but it is light years ahead of what we got out of Ottawa. Just in conclusion, the very fact we had the task force I think indicated that we had not drawn a conclusion, but thought that these were not unreasonable questions to ask. You may disagree. I think that in the kind of dynamic economy and dynamic society we have, once in a while you have to ask these questions, and they are tough because any cutback is one that no one wants.

Mr Pouliot: Thank you, Minister. He or she who sells the tickets in North Bay, plus statistics of course, would be able to verify that in spite of an arguable downgrading of the system, the system has usage. There is more recognition, more soul-searching. People are searching for alternatives. The use it or lose it theory is sinking home. The province subsidizes the rail system to the tune of—I do not know—let's say \$10 million.

Hon Mr Wrye: It is \$22 million.

Mr Pouliot: It is \$22 million.

Hon Mr Wrye: Is \$22 million a year the operating subsidy?

Mr Mealing: For the Ontario Northland Railway?

Hon Mr Wrye: Yes.

Mr Mealing: It is the subsidy. The combined government of Ontario subsidy and the government of Canada subsidy for the Ontario Northland, the night train, is in the order of about \$18 million a year, the combined subsidy.

Mr Pouliot: I stand both informed and corrected. The Ontario Northland, I am in-

formed, pays CN Rail 19 cents a mile to run its passenger trains between North Bay and Toronto. Let's face it. You are running trains for them paying 19 cents. Via pays CN 11 cents a mile. Why the discrepancy? Is there an historical or economic relationship here? You are buying the same service. Are we getting value for money as taxpayers?

1520

Mr Mealing: That is a result of direct negotiations. The ability of Via to negotiate with CN as a crown corporation and a government of Canada agency is much stronger than the ability of the Ontario Northland to negotiate with CN.

Mr Pouliot: I will try this again. I am the vice-chairman of the public accounts committee for the Legislature of Ontario. My question is that the taxpayers of Ontario, for the same service, price and quality compared—it is an identical service. I pay 19 cents per mile as a taxpayer of Ontario and Via for the same service, for the same rail line, pays 11 cents. There is eight cents difference. If the Provincial Auditor was looking at it, he would have a right to say that I, a taxpayer of Ontario, have been ripped off, or has not been getting value for money because the same service is available the same day on the same rail line, all factors being equal, for a full eight cents less between Via and CN.

Hon Mr Wrye: With respect, the Provincial Auditor might want to say that, but I do not think he could point the finger at us. We negotiated the best deal that we were able to negotiate. Surely you would agree with me that if we had been able to negotiate the same deal as Via, we would have taken it in a minute. It certainly is not on our part that this discrepancy exists. I would be delighted to send your views contained in the Hansard of these remarks on to those at CN who do these negotiations. I am very pleased to have you put this on the record. We think there should be a level playing field. We think, for example, that the ONR service that is now being offered—I think we have done some surveys—and certainly the passenger satisfaction level of the ONR service compared with the Via service is substantially higher. We run a service we are quite proud of.

Mr Pouliot: While your kindness allows to convey those thoughts, you can as an add-on also mention the \$1,000 a night. When the Ontario Northland train is overnight in Toronto, they charge \$1,000 a night. When we talk about a subsidy to passengers, it is a payment that we make. You are going to tell me it is all the same

thing. Let me finish my question, please. One could really argue that what we are doing is giving the better part of \$18 million straight as rental fee for tracks and overnighing, storage if you wish, parking, to CN.

Mr Mealing: Part and parcel of the difficulty that both Via and the Ontario Northland face is the fact that there are considerable charges paid to CN for usage of the track, for maintenance facilities, etc, and the bottom line is that people continue to take a crack at that particular level of payment with varying degrees of success.

The Chair: Mr Pouliot, your colleague is anxious to have something to say and the minister is leaving in 15 minutes, so you two work out who is going to take whatever portion of the time.

Mrs Grier: I have a supplementary on the same subject for the minister to clarify as a result of his answers with respect to southern Ontario. I detected in his opening comments a difference and that disturbed me somewhat. Could you make it plain to us? I recognize that you do not want to concede in the battle with the federal government, but if one takes the pessimistic view and thinks the cutbacks are going to stand, what is your attitude and what are you doing in anticipation of that possibility?

Hon Mr Wrye: Being quite candid with you, I do tend, I think as you do, to take a fairly pessimistic view of where we are going, though, as our friend Yogi said, it is never over till it is over.

Here is what we are doing: In the short term, in terms of trying to turn this decision around, we are working with affected mayors—the member for Etobicoke-Lakeshore (Mrs Grier) and Mr Pouliot were kind enough to join a number of my colleagues last week—and will supply them with money where needed and with expertise in an effort to allow them to put together the very best arguments possible to go before (a) the House of Commons transport committee and (b) the Minister of Transport himself, with a last-ditch plea to save the lines.

We hope that there will be some change of heart. Certainly you will know that there was a well-founded speculation at one point that the entire north main line was going. There was well-founded speculation that the entire line through Niagara—all three trains a day—was going. I believe only one went. There was well-founded speculation that the entire line through Sarnia, including the train on to Chicago, was going. While the cuts are very deep, and I do not want to minimize those cuts at all, a number of those very important trains—important to the

people of southern Ontario and the peninsula—were preserved. So we have had some relief, although not what we would have hoped for.

By the way, the preliminary estimate of the effect of the Via cuts is that the total elimination of service affected 521,000 passengers and reduced services are affecting another 929,000. So when Mr Bouchard says these are not deep cuts, we are talking about 1.5 million people.

If we cannot turn things around, we have already initiated—I spoke to the Ontario Motor Coach Association at lunch and continued to encourage it to provide and try to get in place, although that is impossible by 15 January, some alternatives. We have spoken to the Ontario Highway Transport Board to ask it to follow the same rules they have always followed, but nevertheless to give priority to hearings to add new services to provide replacement where Via cuts are coming into effect.

Mrs Grier: Replacement by bus, though.

Hon Mr Wrye: By bus.

I just do not think, and this may be a point of departure between you and me, that this government or any provincial government ought to be asked to step in with what would be a very, very expensive initiative on the part of GO.

I have the chairman and the general manager of GO here, Mr Parsons and Mr Smith. While I am gone, perhaps you would like to question them about some of GO Transit's plans. They are very ambitious. I think, Mrs Grier, you would know particularly well from your knowledge of the corridor which you represent in the west end, and I say that quite honestly, that we are struggling to meet the demands, whether they are down in the western corridor, down to Burlington and Hamilton-Wentworth or whether they are up in Mr Cousens's area on the Stouffville line. We continue to add lines. We continue to purchase and put rolling stock into operation as quickly as we can.

It seems to us that if we were to move into the area that Mr Neumann represents, in Brantford, if we were to add trains there, if we were to add trains into Mr Cooke's area in Kitchener, if we were to spin out the train down to Kingston and Belleville, it would represent a complete change. First of all, I cannot possibly put that kind of rolling stock together quickly enough. Second, it would skew our own priorities and frankly it would represent a complete change on the part of what you and I, members of the Legislature all of us, voted to do in setting up GO Transit.

We set up a commuter system. We did not set up an intercity system. We did that quite

deliberately. Let me use Mr Neumann's situation. We are losing the early morning train out of Brantford. It is extremely heavily travelled, naturally. I believe it is a train that starts in London and wends its way down through Brantford. If we were to add that one, and I might just be accused of being cynical, I suspect that we would be very quickly asked to add all of the other trains through Brantford. Amazingly, the other trains through Brantford, which the federal government apparently today concedes are intercity trains—is this not an interesting distinction?—would suddenly become commuter trains as well, and the same thing in the Kitchener-Waterloo-Guelph area. As well, I do not think those communities have had that debate.

I noted an interesting comment, as the member for Kitchener (Mr D. R. Cooke) will know, from Mayor Cardillo, who said he was not sure that he wanted to have GO service because it would make that area, a very dynamic area of Ontario, Waterloo region, Wellington region—in a sense, I may be putting words in his mouth—a bit of an appendage of Toronto. He said they did not want to have that commuter linkage and be thought of as a commuter watershed for Toronto, that they wanted to stand on their own. That was an interesting perspective, I thought.

Mrs Grier: Can I just respond to a couple of those? Because I am beginning to understand some of the complexities, I think the whole discussion about whether you want everything to be a hinterland to Toronto is one that has to be pursued and one on which there are a number of differing points of view. I would submit that our planning ought to be that not everything become a hinterland of Toronto, but I do not think that absolves your ministry from responsibility for looking at public transportation within the whole southern Ontario area.

I think your arguments with the federal government would be much stronger if you were requesting it to at least maintain the level of service there is now until you had a plan in place or had an opportunity to develop a plan as to how to pick up the slack if in fact the cuts did eventually occur, because you would surely agree that if the cuts are deep, as they are going to be, then those people are going to go somewhere. The demand is there. Surely the government ought to be evaluating the advantages of those people travelling by train, whether it be a federal train or a provincial train, as opposed to the disadvantages of their travelling by car, bus or whatever other mode there would be.

Second, it seems to me that GO Transit was implemented and we knew what its mandate was, but that does not ever preclude re-examination in the light of the realities of the 1990s, both in patterns of movement and in what the federal government has done. I suspect that when GO was set up, the journey to Oshawa was seen as an intercity journey; it has now become a commuter run. I think there are probably many people from Brantford, as well as the member, who commute into Metropolitan Toronto. We may not want to encourage that, but the fact is that it is happening, so the definitions of "intercity" and "commuter" have changed over the years. I wish there were some recognition by your ministry that it perhaps required at least some more in-depth planning than merely an argument on semantics that says, "It is not our responsibility and we cannot take up the slack."

1530

Hon Mr Wrye: I think that the argument, and your argument, to pick up some of these commuter runs carries with it a very dangerous concession that somehow we will have a shared transportation system and a shared responsibility for transportation, particularly public transportation, between federal, provincial and municipal authorities, until somebody else walks away from the table and then suddenly it is our responsibility. No matter what all of that means, if I were to accept your argument, I presume you then would suggest we not only pick up whatever lines have been lost in the north main, but also the lines in the south main—I will do the easy ones first—Toronto-Havelock, correct?

Why would you then not extend that same reasoning to Kingston because believe it or not, there are some commuters who commute all the way from Kingston to Toronto and back every day, or Belleville to Toronto and back every day? There are some, but essentially those are intercity transportation modes, and no one regrets what is happening federally more than we do.

You are absolutely correct. It places an intolerable new burden on our road system, which is strained, and which has a budget the demands of which we are already straining to meet. But if we were simply to concede and say, "Listen, Ottawa, essentially you can walk away from everything," I think it would take about an hour and half for them to walk away from the rest of it and we would be providing GO service from Toronto to Ottawa in the east, from Toronto to Sarnia in the west and from Toronto to North Bay in the north.

Mrs Grier: So what is the alternative? Is it to allow them to walk away from it and do nothing?

Hon Mr Wrye: The alternative is for us to continue, with regret, I think, to put on the record that there is a limit to what our responsibility can entail. We are doing everything within our power to ease the burden on our roads and put together a good and viable transportation system, not only through GO Transit but through a 75 per cent capital subsidy to a dynamic Toronto Transit Commission that you know very well about; the new demands for public transit and our first commitment to do the first spending of subway construction, the commitment of \$180 million to go north on the Spadina line, is the first commitment in 10 years.

Our commitment to do a road system, dollar for dollar, is not just in Metro but all over Ontario, to provide Mr Pouliot's corridor and gateways to the north; to provide the proper corridors down at highways 403 and 401, to do a corridor around Metro, without a dime from Ottawa, which collects more—I think there is more collected from Ottawa—in gasoline tax than we collect.

At some point I think you have to just simply say, "Those are their responsibilities." We will not simply say: "Oh, okay. We will take them up," because there is a limit, within the very tight budget constraints we have, to what we can take up. In this case I think the limit has been reached. I cannot do this without cutting something else and for the life of me I cannot find what else we should cut.

Mrs Grier: But are you not then denying yourself the opportunity to do an effective evaluation of the merits of one mode versus another? You are saying, "My responsibility is only road or GO." There may well be instances where it is more advantageous, for environmental and for all sorts of other reasons, to have rail. Are you saying in fact that rail is not an option that you are ever prepared to consider when you are looking at transportation in southern Ontario?

Hon Mr Wrye: I think some of these lines that have been covered are just fine lines, but I did not deny the responsibility. I think we ought to leave the responsibility where it lies. It lies in Ottawa, no more and no less. This government is no more guilty than is the government of Quebec or the government of Nova Scotia, which is facing massive cuts.

I am sure you would agree with me that you should not be asking the governments of the maritime provinces or our western neighbours to

be picking up these responsibilities. Some of the distances in the Maritimes are not much greater; in fact, they are less than what you are suggesting we should pick up in Ontario. I am just simply saying, Mrs Grier, that there is a limit to our ability to work towards the kind of rail transportation system that everyone in this room desires. We are putting an enormous amount of money into roads, rail, airports and marine services. It is more money than has ever been in, certainly in percentages; sure, some might argue it is less, so I will anticipate that, but we are putting in more money than ever before, \$2 billion of additional capital money, over the next five years. You are probably right; it is not enough. Give me another billion and we could do that much more.

Mrs Grier: Are you going to concede that the only way to move those people who now are not being moved by rail is by widening roads, putting in more bus services and accommodating more cars and that you have no responsibility to look at any other alternatives?

Hon Mr Wrye: We are going to try to help in any way we can in terms of buses which carry volumes of people, moving them into GO terminuses so that they can get on the rail system for which we have responsibility. We are going to continue to fight with Ottawa over this matter. Ontario has been a leader in the opposition to the VIA rail cutbacks and not just after they were announced, but before they were announced. We pleaded with Ottawa for a consultation; we pleaded for a moratorium.

I think it is fair to suggest that in Calgary, at the meeting just before the announcements were made, we were leaders. By the way, I am quite prepared to table and to share with the committee a two-page letter I sent to Mr Bouchard on 21 August of this year, just a few days after assuming this portfolio. It was not the first time we corresponded with Ottawa, but as the new minister I felt I had to put on the record very clearly and unequivocally the views of this government.

I am prepared, Mrs Grier, to table that with you and seek your reaction to it. It seems to me—we are not just talking about an "either/or" situation—it contained a whole detailed battle plan for improving our intercity passenger transportation policy.

Ottawa simply chose to ignore it; that is their problem, ultimately.

1540

Mrs Grier: It is going to be interesting to have that.

Mr Pouliot: I want to go back to the—

The Chair: Mr Pouliot, we did agree that the minister could leave at 3:40 pm.

Mr Pouliot: Has he got a train to catch?

The Chair: Yes, and the traffic is bad to get to the train station, so—

Mr Pouliot: With high respect here, in conscience, Mr Chairman—

Hon Mr Wrye: Make it very quickly and I will try to accommodate you.

Mr Pouliot: I do not want those people to have to carry the guilt. That is your job.

Hon Mr Wrye: I will tell you: my conscience is very clear.

Mr Pouliot: Give me one minute, no more. How can you—and I go back to our original presentation this afternoon, because it is well documented: we have a document here that is saying that the government that you represent, the government of the day, has not carried the torch, has not done Ontario proud in its opposition, for before Via Rail cuts were even announced, you had mandated Ontario Northland, through the Minister of Northern Development, to enact its own cutbacks.

I have that documentation here. Those are the terms of reference. Look at the methodology. Look at what is expected from the report. The report has been lying dormant, and you are looking after cuts. That is your jurisdiction, your responsibility. It has a double impact.

Hon Mr Wrye: I do not think we mandated cuts. I think we told people—

Mr Pouliot: Well, look at the objective.

Hon Mr Wrye: I made it very clear to Mr Bouchard in Calgary and I will make it very clear to this committee: I did not say to Mr Bouchard, we did not say to the federal government, that there is nothing anywhere in this system that Via Rail ought to be cutting back. You know, there is a real world out there, a very dynamic society, and there are some lines which may have outlived their usefulness—may have.

What we were angry about, what we remain angry about, was the total lack of consultation. What an absurdity.

In the north, we followed an entirely different pattern. We have had a committee made up of northerners who took a look. We laid out some terms and we said, "Take a look at whether there are better ways of doing things, and tell us." I just ask you to be patient enough to wait for the Rukavina report to be released in the next short while—I think early in November it will be

released—and let's see what Mr Rukavina and his task force have determined after months of study and whether, at the end of the day, the terms of reference will all have strangled their ability to take a good look on behalf of their citizens, you and others in northern Ontario, at what is right and what is proper and what is most sensible for you in the 1990s. Then we will have good debate about it, you and I and the Minister of Northern Development, and I look forward to that.

I look forward to coming back just as quickly as I can after I finish my speech to the Board of Trade of Metropolitan Toronto, and I thank the committee for its indulgence.

The Chair: It is our intention to proceed with staff who are here. Just to remind you, the rules say that we will divide the time equally among the parties represented. The Liberal Party has now used 20 minutes of its time and the NDP has used 38 minutes of its time. So we will proceed according to the rules, as much as some may disagree with the rules. Now the new deputy minister, Ms Pat Jacobsen—welcome, and I understand you might wish to say a few words.

Ms Jacobsen: If it would be the wish of the committee.

Mr Neumann: The parliamentary assistant—

The Chair: It is the parliamentary assistant. What is his name?

Mr Pouliot, no doubt you want to get all the answers from the parliamentary assistant.

Ms Jacobsen: If it is the wish of the committee, there are two specific areas that have been raised a number of times by a number of different members, and we have staff here if you would like to focus on them. I thought you might want, in terms of choices: you either could go over—there are a lot of specific highway questions, and Alex Kelly could be here in terms of answering some specific highway questions and project status that you have asked. We also have Lou Parsons and Tom Smith here from GO Transit, and traditionally the committee has had some specific questions about GO expansion and GO plans, etc, or we would continue on whatever it is you wish.

Mr D. R. Cooke: I have a series of questions, some of which are specifically on sound barriers and GO, and some are general.

The Chair: Let's just follow the rotation on my list here.

Mrs Grier: If Mr Parsons and the GO people have come for this period when the minister is not here and we all have questions on GO, it seems to make sense to focus on that.

The Chair: Are there GO questions? Mr Parsons and Mr Smith, if you would get into the box there.

Mr Neumann: I am after Noble Villeneuve.

The Chair: Not according to the list I have. When your time is up, your time is up. Next on my list is Miss Roberts, then Mr Neumann.

Mr Neumann: I was hoping to ask the minister some questions. Since we are dealing with GO, I will fall in line with the thrust of the committee and direct the questions to the GO officials. I am not sure I know their names.

Mr Parsons: I am Lou Parsons, chairman of GO Transit, and Tom Smith is our managing director.

Mr Neumann: I am sorry I do not know you better.

Could you outline what the initial mandate of GO is and why the mandate was restricted to the geographic area outlined in the legislation?

Mr Parsons: I can answer the second part. The first part would have to be left up to those who are at the table.

Why it is that way, I really could not answer, but I have with me a copy of Bill 115, An Act to establish the Toronto Area Transit Operating Authority. I think probably the matters you are most interested in might be the objects and the area governed.

Mr Neumann: I do not want to go into a lot of detail, because I do have some other questions.

Mr Parsons: Let me read just one section of the act. Subsection 5(a) says, "The objects of the authority are to design, establish and operate or cause to be operated an efficient and economical surface and subsurface, or either of them, interregional transit system to serve the needs of persons requiring transportation as passengers across the boundaries of regional areas and within the area of jurisdiction of the authority."

The jurisdiction of the authority is the Hamilton-Wentworth boundary, through Halton, Peel and York and over through Durham, beyond Oshawa to the outer limits of the municipality of Durham.

Mr Neumann: Does GO presently serve any area beyond those boundaries?

Mr Parsons: When it was established, GO inherited a transportation system that included a bus service through Georgetown to Guelph, and because we were taking over that bus service with the introduction of a train to Georgetown, we were directed to have the buses that

previously continued to Guelph do just that, from Georgetown to Guelph.

In the north we went through the same set of circumstances we are finding ourselves in now—some members around will remember it—when Via bailed out of the Stouffville and also the Bradford or the Barrie train service. We were instructed at that point in time to make arrangements to replace the train that commenced in Barrie and run it on through. However, we did not go to Barrie, because that exceeded our limits. We went to the first place where there was a siding north of York region and that happened to be Bradford; so our morning train starts in Bradford, which is slightly out of our area of jurisdiction, but it is only for the convenience of parking the train in a safe place.

Mr Neumann: So we have a legislated geographic restriction, but the operation has gone beyond that. This is where I get some questions from Brantford. When I ride the train, there are commuters who know what is happening to Via, and when I say there is a legislated geographic area that GO can serve and it cannot go beyond it, they point out these examples that you have given.

Mr Parsons: Only the two come to mind.

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Mr Neumann: For the benefit of the people who reside in the area towards Burlington, Brantford and Hamilton, could you outline what GO Transit's present plans are for improvement of the service into the Burlington-Hamilton area?

Mr Parsons: Yes. If you ride the train into Brantford now and then, you probably see some construction going on west of Oakville.

Mr Neumann: Yes.

Mr Parsons: There is, at a cost to the taxpayers of Ontario, a new set of tracks being installed on the north side of the present CN line there, and new bridges are being built in the area of Halton, west of Oakville. That is so that we might have all-day, hourly train service of GO trains, the same as we presently have in the centre of our service on the lakeshore, continuing from Oakville out to Burlington for the first time. That will be in service in 1992 as part of the government's expansion program.

Mr Neumann: One of the big constraints of people from our area using GO Transit is the limited parking in Burlington. What is being done about that? You have to go an hour ahead of time just to get a parking spot.

Mr Parsons: Yes. That is not unique to Burlington; though. We have about 22,000

parking spots in our jurisdiction and about 24,000 parkers; so we have that problem and it is quite common across our system.

Having said that, we are working with the local municipalities and we have nine agreements in place right now with places such as Burlington, Oakville, Mississauga, Oshawa, Pickering, Whitby, Ajax and Richmond Hill, where people can get on their local bus free, without paying anything, and ride the bus from the corner near their home to the GO station, get off the bus and get on the GO train.

The government subsidizes the local transit authorities, and the interest in doing that is to keep cars out of the parking lot. We presently have 1.1 persons per car arriving at a GO parking lot, and that is deplorable, absolutely deplorable.

Mr Neumann: I understand you are building a new station at Aldershot, with expanded parking facilities. Can you tell us when that will be ready and if anything can be done to speed that up?

Mr Parsons: I would think that is an environmental assessment project. It is under investigation and there is an environmental assessment required in that project. That could not be in place before 1992, because the extension to Burlington would not be there until then. We will need those same tracks to get to Aldershot; so it is not before 1992.

Mr Neumann: I do not want to hog all of the time on this side. Thank you.

The Chair: Mr Cooke, do you have a question regarding GO Transit?

Mr D. R. Cooke: Yes, I do, but it is a new question. I share with Mayor Cardillo—and I think our regional chairman, Mr Seiling, would also join the debate—the desire to have an extended debate on whether or not our community should continue to be a somewhat separate community from suburban Toronto. I think there are other communities in Ontario that have the same debate. Mr Neumann can speak for Brantford, but I can cite probably Peterborough would have the same issue at stake.

We are not looking forward to the idea of having hourly service to Toronto. On the other hand, Via Rail has come in and basically said it is cutting out all our commuter service. In our community, as I understand it from the memo that has gone to the local employees, the commuter service to Toronto will be cut out, but Amtrak will be coming in with two trains a day to Chicago. At the same time, it will cut out the baggage service, so you will be able to take the

train twice a day from Kitchener to Chicago, but you cannot take a club bag.

I was on a Via Rail train last Friday from Kitchener to Belleville, and I sat beside a student who travels every Friday night from London to Brampton. He gets a train that leaves at 5:55 pm. He is a student at the University of Western Ontario and he lives in Brampton, but he cannot use his student pass because it is not effective until 6 pm. The last train leaves London at 5:55. That train, incidentally, services six universities: Western, Waterloo, Wilfrid Laurier, Guelph, Toronto and York. All the way through to Belleville, and I think even farther east, it was packed with students; so a lot of the population that is affected are students who like to go home for weekends and do not have cars.

With that preface, the issue becomes, in our area, what we want for the future: Do we want to have our own centred area? To what extent could GO, if its mandate were extended, become available to look at other parts of the province and provide a service, a service that perhaps would connect the north and south parts of Waterloo region better?

There is practically no communication between Cambridge and Kitchener even though these two cities border each other, because the bus service is so poor between the two cities. There are some problems in communication between Kitchener and Guelph.

Is GO a feasible entity to use to build a better system of communications, for instance, between cities in the Golden Triangle?

Mr Parsons: No, I think I would have to say to you, sir, that our experience has not been that great around Toronto, in the area we are mandated to serve. We have a strong belief that there should be effective regional transportation, in your case in Waterloo region. We have said the same thing to York region, to Durham region and to Peel region, because Mississauga and Brampton are not well connected, Richmond Hill and Brampton are not well connected, Vaughan and Richmond Hill, within York region, are not well connected.

It is a matter of personal opinion, but I think you would probably not want the provincial transportation authority going into every region to become its regional transportation authority. I just do not think that would work.

In so far as whether or not you wish to become more closely attached to Toronto, it is not that many years ago that Durham region, at the behest of the then Mayor Potticary—my recollection is about 1974—said: “We don’t want to be part of

GO Transit. We don't want to sit at the board table. We do not want to become a bedroom community of Toronto." We all know what has happened since then; that is exactly what has happened, and Mayor Potticary is now on the other side of the fence and we are going to be having service to Oshawa in the foreseeable future.

Mrs Grier: Regarding the lakeshore route and particularly the maintenance yards, which are in the heart of my riding, given that they are on CN property, I think, and the Via major maintenance facility is there and is going to suffer significant job cuts as a result of the cutbacks, is there any prospect of, or have there been any discussions about, your taking over some of the maintenance capacity of Via in that location?

Mr Parsons: If I may just correct your first statement, Mrs Grier, you are the happy owner of our yards, as a taxpayer of Ontario.

Mrs Grier: I see. So it is my fault that you are noisy and wake everyone up.

Mr Parsons: No, I thought we had responded to your every request to make sure we were quiet. We did put that wall in there, as you know.

Mrs Grier: You put a wall in one side, but you are still working on the other one.

Mr Parsons: The property on the north is owned by GO Transit. On the property on the south, we do not have yet delineated for us by the federal government, by Via, just how much of that space might become available. At this point in time we are only slightly crowded for track storage, not for maintenance facilities.

Mrs Grier: But with the expansion of your service, do you see any prospect of some of that maintenance being done at the Toronto yard or will you not require greater maintenance facilities somewhere?

Mr Parsons: There is a possibility that part of the maintenance facility might be used by us. As for the rest of the facility, frankly, it is not quite in the right place for us. As you know, our system runs both east and west of Toronto, and having to take all our trains through Union Station to get to a service yard which is only on the west is not ideal, so we are having to examine other alternatives.

Mrs Grier: Still on the local bent, there is of course great concern in the community about the future of both our stations, the Long Branch and the Mimico one, and we are told by the city of Etobicoke that both stations will be moved to facilitate private developers; specifically, Camrost's applications for waterfront develop-

ment in Mimico and Eddy Cogan and Camrost on the Long Branch location. Can you tell me the current status of those plans?

Mr Parsons: First of all, I do not think the city of Etobicoke should necessarily determine that it is going to tell us where we are going to be. I think it will be the government of Ontario that tells us. Certainly the developers will not tell us where we will be.

If there are advantages presented to us for the better transportation of the people in your riding, I think we would all probably be bound to examine them to see whether in fact they were better. We are deficient at Long Branch, as you know. It is a very small operation.

Mrs Grier: So you cannot tell me what stage that examination is at?

Mr Parsons: At this point in time, it is an apple in the eye of the developer and is being dealt with at the Etobicoke level.

1600

Mrs Grier: That is what I was afraid of. If I could turn to the question of the disabled and accessibility to stations, which was something I raised in my opening remarks yesterday, GO's reputation is not the greatest on accessibility and your most recent expansion did not make any provision for accessibility. Can you tell me what plans you have to address that issue?

Mr Parsons: The government, as I understand it, has an interministerial study going on that has to do with the issue of accessibility. Until such time as that study were to be completed, we as an operating authority are not in a position to make decisions about accessibility at this point in time.

In our new eastern stations, Ajax and Whitby—those are the ones you refer to, I think—there were no escalators or elevators put in because, first of all, it was not government policy at the time and, second, it would not do much good to bring someone in a wheelchair on an elevator at Whitby, get him or her to Union Station and then not know how to get the person down to the lower level in Union Station, because there are no facilities there.

Mrs Grier: I certainly recognize the difficulties and the need to integrate accessibility with other modes, but are you telling me that you do not see it as the mandate of GO Transit to be accessible and that you have to wait for a government definition of its attitude before you can do anything?

Mr Parsons: Keep in mind that our funding comes from the Ministry of Transportation and until such time as it is government policy, that

would be done in that fashion. We have no hands to do it with.

Mrs Grier: So it is not government policy at this point to make GO Transit accessible?

Mr Parsons: My understanding is that it is the subject of an interministerial committee. Mr Smith might elaborate on that.

Mr Smith: If I could just expand on that, a number of things are happening. We are going through our system and upgrading the existing system to a minimum standard. That does not include escalators, but it does include a number of features that are in the Whitby and Ajax stations. That is under way and will be completed within two years. In the case of escalators, we have hired a consultant to look at the feasibility and cost to provide some assistance in setting up policy guidelines on the installation of escalators where it is appropriate to do that.

These things really provide a service for only those disabled who are ambulatory. In the cases of those who are not ambulatory—that is, who are confined to a wheelchair—it is really beyond GO Transit; it is much bigger than us; it is a question of the so-called greater Toronto area, I guess, but a much larger area, and how you wish to provide transportation service to these people. As I say, that is really beyond GO and that is under examination by the ministry.

Mr Neumann: I just want to get back on for a second to comment that one of the problems with the way the Via Rail cuts have been announced is that there has been no consultation to plan for any takeover, if it is the government's decision at some point to take up any of it. It has been handled in a rather roughshod manner. We have a situation where a national federal committee is holding hearings and yet we are not waiting for the results of those hearings to implement what is being implemented by order in council as we sit here. That is a disaster, not only for us but for the country as a whole. I view it as a national issue.

One of the statements that has been made federally about why Via Rail cuts are necessary relates to the fact that Via Rail was subsidized by the taxpayer and that we have to cut down or eliminate those subsidies. My question is, what would happen if the Ontario government were to give that mandate to GO: "You have got to pay your own way or we are going to cut you out"?

Mr Parsons: I think we would have a lot fewer trains running and bus services working and meeting something close to the target. The government of Ontario for many years has given us a mandate of raising 66 per cent of our

expenses from the fare box and the province funds the balance. In round terms that amounts to about \$100 million out of the fare box this year and \$50 million out of the provincial Treasury; that is for operating expenses.

Mr Neumann: Do you meet that target on average or does every run have to meet that target?

Mr Parsons: We meet that on average.

Mr Neumann: So there are some runs that would not meet that?

Mr Parsons: There are some runs that would not, yes.

Mr Neumann: I think the GO system is essential, but I want to state there are limitations because, as in the case of my colleague the member for Kitchener, passenger rail service out of our community is important both east and west, and we do not view this simply in the context of how to get Brantford people to a job in Toronto. There are university students using it and there are people who use it for medical appointments going to London and Toronto. I think generally we have people on the lower-income level who do not have cars and senior citizens who do not like to drive into the big cities with cars who they take the train. There are many people beyond the daily commuter who is going to work.

I would bet that the vast majority of the people, even on that first train in the morning, are not commuters and that there are a lot of other kinds of passengers on that first train, people coming in for business appointments in Toronto. I think it is unconscionable to suddenly dump this off and say, "Because it is a commuter service, we can't continue it." If they are operating on the principle of, "Use it or lose it," they are cutting the lines that are used most heavily, the first ones in the morning. Thank you for allowing me to express that point of view.

The Chair: Yes, you were on the verge.

Mr Cousens: I have a couple of questions. Do you have any comparison figures between what the federal government gives to subsidize the Ontario government for GO Transit by virtue of co-operation or lack of co-operation with the GO system? Is there a comparison between Ontario and Quebec? I have had it said before that preferential treatment sometimes comes from Ottawa for the commuter services into Montreal.

Mr Parsons: My recollection is there are only two commuter services into Montreal, two trains that have very old equipment. They have private arrangements with the railway and la Société de

transport de la communauté urbaine de Montréal, which is the Toronto Transit Commission of Montreal. It cannot be compared at all. It is really a rather shameful transportation system as a commuter service relative to Toronto; it is not even chicken and egg.

Mr Cousens: Okay. The other thing I want to ask has to do with a bill the Department of Transport in Ottawa had. Was it Bill C-97? What is the status of that now and what impact would it have on the scheduling of trains in Ontario if that were approved?

Mr Parsons: That is the one that died on the order paper about a year and a half ago with the election. There is no indication it is going to be resurrected. That was going to take facilities that were used by Via Rail, for instance, Union Station, and have them dedicated and for ever identified as railway stations. It would appear that is not going to see the light of day.

Mr Cousens: Maybe it was another bill, one that would have given preference to commuter services over freight.

Mr Parsons: Over freight trains; that is right. It does not look as if it is going to be back.

Mr Cousens: Okay. Could you give any indication when new services will be due? For instance, there is a new train that is to start on the Stouffville line. When would that begin?

Mr Parsons: It is the Richmond Hill line, the one that was announced this week. I think the minister announced it in the House. It is going to be a fourth additional train that will allow you, Mr Cousens, to board at 6:50 am so that you can get down here in good time. It is the earliest train of the group.

The Chair: He would sooner park on the Don Valley Parkway.

Mr Parsons: That will be the fourth morning train. As you are aware, we presently have four evening trains to Richmond Hill. Additional service to Stouffville is something that is under consideration. There is some fine-tuning to be done with the railway before that announcement can be made.

Mr Cousens: The commitment was made by the minister, just to go back to the original press release.

Mr Parsons: This January or February, to leak it to you.

Mr Cousens: No, it was by the end of this year, by the fourth quarter of 1989.

Mr Parsons: Just shortly after 31 December; it will be January or February.

Mr Cousens: Along the way, would you be so kind as to have a look at the press release that was issued by the then Minister of Transportation, the member for Scarborough East (Mr Fulton)?

Mr Smith: We are not trying to delay the introduction of the train. It is dependant on the receipt of additional locomotives. We start to get those in the latter part of December. As soon as they are down here and are commissioned, this is one of the first services they would be used on.

Mr Parsons: General Motors is building the locomotives now. They are just a little tardy on the schedule.

Mr Cousens: I like that answer better than yours, Mr Parsons.

Mr Parsons: It leaves you in anticipation, which is always good.

Mr Cousens: I do not want to be left in anticipation.

Perhaps I can ask about parking lots. I get so many angry commuters. They are just furious. We want to get people on the commuting system. They get out of their cars and the parking lots are full; not the ones you have just added a little bit more space to, but Unionville is full, Markham is full and Ajax is often full. You go around and it is really common.

Mr Parsons: Clarkson, Port Credit, Oakville, Burlington.

Mr Cousens: Yes.

Mr D. R. Cooke: At least they get seats on the train.

Mr Cousens: Yes, but there are tickets. What are you doing about expanding the parking lots? I have two questions: one, some more space, and two, shuttle services to where there is space where they can park their cars.

Mr Parsons: Or three, a fee for parking. What do you think of that?

Mr Cousens: I did not ask that.

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Mr Parsons: We are expanding our parking lots where possible. We have recently acquired additional land, for instance, in Clarkson. We have done work up your way, as you know. There comes a point in time where there simply is no more land to expand without destroying the look of the community by stretching out parking lots.

I think what we have to do is entice—we have for the first time an agreement with Richmond Hill for fare integration, which I think I mentioned when you were out of the room, so that people can get on the bus near home, get off

the bus, get on the train for free and go to downtown Toronto and return that way at night. In so far as shuttle service is dial-a-bus, it was tried a number of years ago and it just does not work. It is far too costly and not time sensitive. A man is not going to get on a shuttle bus or a dial-a-bus and ride around the community for half an hour to get to the train.

Mr Cousens: Or even to another parking lot, because we will have that with the additional trains in Markham. None of the lots is big enough to handle it, so there would have to be interim lots set up before we have the new stations.

Mr Parsons: The other thing is to attempt to encourage two things, Kiss 'N' Ride and ride-sharing, so that you and your neighbour or the wife can drop the spouse off at the station. It is a very common practice.

The Chair: You had better say husband.

Mr Parsons: I said spouse. I was very careful. I thought of the answer.

Mr Cousens: It is a lovely dance you do. There is just an increasing amount of frustration all around the greater Toronto area. When you talk about parking lots, I would like to see an action plan for how you are going to solve the problem of overcrowded lots, and if you have one, I would help publicize it.

Mr Parsons: One of the ways to resolve it is to stack the parking, to deck the parking. That costs about \$10,000 to \$12,000 per car. Where can we find the money to do that?

Mr Cousens: I am asking the questions.

Mr Parsons: Well, we have to come looking for the money.

Mr Cousens, when you take a look at this year—I am looking at our August ridership report—the ridership on our train system this year is up 25.6 per cent over last year, and that is on 92,000 people per day that we carry. It is up 25 per cent. It is astounding, and leaping forward as best we can, it is difficult to keep up.

Mr D. R. Cooke: Mr Cousens, if Via Rail in Kitchener turns away 1,500 customers a month because it just does not have seats on the train, you are lucky you can get on the train. Do not complain about parking.

Mr Parsons: They do not have parking either, I would guess.

Mr D. R. Cooke: No.

The Chair: Perhaps one question could be allowed from the chair. Mr Parsons, if the bus were going from Highway 400 to Highway 50,

Airport Road, would you stop on the north side of the road to pick up passengers?

Mr Parsons: If the bus were going west from Highway 400 to go south on Highway 50? I think we might be hard pressed not to stop to pick up passengers. Our boundary line is the south side of the road.

The Chair: Yes, I understand.

Mr Parsons: I do not think we would instruct the driver not to pick up.

The Chair: But would you instruct him to pick up?

Mr Parsons: Yes.

The Chair: Okay. Thank you.

Mr Villeneuve: With the advent of SkyDome, I presume you would be moving a lot of people on event nights, ie, a baseball game, football game, whatever. Has this been a contributor to your large increase in GO Transit usage and have you had additional expenditures in order to service this particular clientele?

Mr Parsons: Yes. The answer to your first question, sir, on our ridership, where we used to carry about 12 per cent of the gate to the exhibition, we find ourselves carrying in excess of 15 per cent of the gate to the baseball games. Football games are not really a big issue because they are not drawing the big crowds. But the baseball games certainly were a major reason for the increase. Do we have extra expense? To the extent that we have extra crews, but the extra passengers far and away exceed the expense we incur. It is a very profitable situation.

Mr Villeneuve: Interesting. Does GO include, for the intent of this debate, the subway system?

Mr Parsons: No. We interface with it and we have fare integration with it, but it is run by the TTC. We have great co-operation with them.

Mr Villeneuve: You have 92,000 per day.

Mr Parsons: Per day on the rail.

Mr Villeneuve: That is an average of—is it five or seven days?

Mr Parsons: An average weekday.

Mr Villeneuve: It is a \$50-million cost to the taxpayers of Ontario.

Mr Parsons: The subsidy amounts to about \$1.67, compared to \$100 per passenger for Via Rail.

Mr Villeneuve: That is interesting.

Mrs Grier: I know it is not your mandate, but have you any thoughts you could share with us, or from which we might benefit, as to a solution

to the problem the province faces if the Via cuts hold up, as I happen to think they probably will? From your experience with running an intercity or commuter—however you want to characterize it—rail system, what do you think the greater Toronto area requires, beyond your mandate, in terms of intercity Guelph to Brantford, as well as feeding Toronto?

Mr Parsons: We think of ourselves as an interregional transit system that covers those regions from Hamilton on the west to Durham on the east and York on the north. Our plate is very full as we look ahead at our five-year to 10-year planning.

The government has been kind enough, I would say, to make available \$400 million over the next few years for expansion within our designated service area. We could probably use a lot more than that to do the job better. To start going beyond those boundaries is to start talking about how far you wish to go and how much money is available and will the railways co-operate. Keep in mind that they are not Via tracks. They are CN and CP tracks. Some people might say that over the years there has been a conscious decision by the railways to clear the tracks, as it were, to make them available for freight rather than passengers. That is a lot of negotiation.

Mr Cousens, we are faced with it out your way, and to a certain extent out Mr Cooke's way, because you really have single track beyond Brampton, beyond West Toronto. To try and slot in extra GO trains there is nigh on impossible, because you cannot be time sensitive. We cannot take a Mrs Grier from Brampton on a monthly pass and tell her she is going to be between half an hour and 50 minutes late for work every day. We have to be on time or you are not going to use us.

Mrs Grier: On the expansion at Oakville that you mentioned where you are putting in your own track, will that be a track that GO owns?

Mr Parsons: No, we donate it to CN.

Mrs Grier: You donate it to CN?

Mr Parsons: We donate it to CN and we get to use it.

Mrs Grier: For free, I hope.

Mr Parsons: We pay wheelage on the track we put.

Mrs Grier: You are joking.

Mr Parsons: No, I am not joking. It is on their land. It is on their terms. They say: "This is the way we will do it. We will run more trains for you there. Just slip in another set of tracks for us."

Mrs Grier: What is the cost of that trackage?

Mr Parsons: It is about \$50 million, including stations and tracks.

Mrs Grier: For how long a piece of track?

Mr Parsons: I would be taking a wild guess at 10 miles. It is about 10 miles.

Mrs Grier: With two stations or one station?

Mr Parsons: The stations are there now. We will have to be expanding them.

Mrs Grier: What was your reasoning? Did you do any kind of economic evaluation as to the value of this investment of \$50 million? I am sure it is an investment that is going to bring more passengers and greater convenience, but what does it mean in terms of ongoing subsidies?

Mr Parsons: The evaluation was done on the basis of getting all-day service to Burlington, which was certainly a high-demand area, and eventually onwards to Hamilton. We have never done it on a cost-per-mile basis versus benefits-per-mile. I think all you have to do is look at the Queen Elizabeth Way in the morning to decide whether you are going to invest more money doing something as silly as decking the Queen E or whether you are going to put in more GO service.

It might be of interest to you that in the morning between the hours of 7 am and 8 am we carry 8,500 people between Oakville and Toronto. That is the equivalent of six lanes of traffic on the Queen Elizabeth Way, using Mr Kelly's figures, I think, or close to it.

Mrs Grier: What has to happen in the future? I do not want to see us have to deck the Queen E or expand the Queen E, so my preferred solution to increasing growth is to see you expand. You are saying that is confined by the trackage.

Mr Parsons: Yes.

1620

Mrs Grier: Is anybody looking ahead at how we get over that hurdle? What are our options in getting over that?

Mr Parsons: One of the options, Mrs Grier, might be to electrify. This is something we looked at in years gone by. We are not on our tracks, keep in mind. CN and CP both haul freight on that lakeshore line; they both haul it with diesels. We have limiting heights—for instance, the Brown's Line bridge in your riding—that would prevent us from putting a catenary up there with electrical power. But if we had electrification, we could then put trains on very short headways like the subway trains or like the European trains that you have all seen.

That would be a major benefit, but that is very much in the distant future.

In addition to that, we are expanding service on the Milton line, which is going to permit people who live in the northern part of Mississauga to take that Milton train, which has grown from 3,200 people a day a few years ago to 8,500 people a day now on only five trains in the morning and five trains at night. We are going to be introducing all-day service there at some point in the foreseeable future, not the distant future.

That will take people who presently ride the GO train on the lakeshore because it is hourly and will have them go back closer to their home, because when they now leave in the morning, they say, "Gee, if we want to come home at two in the afternoon, we can't, so let's ride the lakeshore." That is going to relieve the lakeshore corridor.

Mrs Grier: I see.

Mr Cousens: I have two questions. One has to do with the grid of tracks in and around the greater Toronto area. We are using a certain percentage, and you might have the percentage of what we are using and what we are not using. To what extent are you looking at some of the other possible services that you could add that would relieve some of the congestion in and around the greater Toronto area?

Mr Parsons: The only line that is not in service these days with GO trains—it used to be in service with GO trains—is the east-west line known as the North Toronto sub. That is the line that runs CP from Leaside down through Rosedale across Yonge Street out into west Toronto to the stockyards and through the marshalling yard. That might at some point in time become an important east-west service midtown in the GO Transit system, but there is not another identifiable rail corridor that goes through a built-up area, a projected built-up area that we are not on, with the exception of the CP through Vaughan.

Mr Cousens: I was not thinking of CP. Other than that they are all taken, are they?

Mr Parsons: Other than that we are using them all.

Mr Smith: There are a couple of corridors but they are really not of significant use. The north Toronto sub is the one that is not used and could well be.

Mr Cousens: Just one more: I had not seen or heard about the integration of fares you have with Richmond Hill. That is a breakthrough that I would like to compliment you on. It took a while

for it to—I think that is the kind of thing that is really an incredible achievement. You and everybody else better understand that is a breakthrough, and if there is anything that we can do to promote that to other municipalities, I would have to say, "That's phenomenal."

Mr Parsons: You will probably be surprised to know that 35 per cent of the passengers of Oakville Transit, which is a very modern transit system, are destined for the GO train.

Mrs Grier: That is why you cannot get a seat.

Mr Parsons: That is partially true.

Mr Smith: At Oakville, 45 per cent of the people that get on the train come by transit.

Mr Parsons: That is a success story.

Mr Cousens: All I am saying that is you have just begun. Do not rest on your laurels.

Mr Parsons: No. By the way, the Richmond Hill service was at a cost of \$75,000 to our budget, but we think it well worth it.

Miss Roberts: I have a brief question, if I might. What I am concerned about is the amount of moneys you pay to CN for wheelage. Is that a certain percentage of your operation's budget? I have not picked it out of here.

Mr Parsons: It is a negotiated contract with Canadian National and Canadian Pacific. The contract commenced in 1967. There was a 10-year one to 1977, a 10-year one to 1987 and we are now in our third 10 years. It is hard to believe we are in our third decade of service. Our contract, the CN and CP combined, is \$10 million per year.

Miss Roberts: It is \$10 million per year. That is for everything.

Mr Parsons: That includes wheelage, servicing and the train drivers.

Miss Roberts: So it is \$100 million every 10 years or is it \$10 million for the 10 years?

Mr Parsons: No, it is \$10 million per year.

Miss Roberts: You renegotiated that in 1987, so you have that to go?

Mr Smith: If I can just clarify, approximately \$10 million is the cost per year for the use of the right of way for the two railroads. Over and above that, we contract with CN and CP to provide crews and with CN to provide maintenance staff. Those costs are about \$50 million over and above that.

Miss Roberts: Okay. One thing you spoke about—I do not use GO Transit that much, but I use Union Station quite a bit. How do your

finances break down there? You must use that significantly.

Mr Parsons: Yes. We have a lease from the Toronto Terminals Railway for the space that we use there. It is very efficiently used at the moment. We have long-term plans, and with the help of Metropolitan Toronto and the city of Toronto, we are convincing Toronto Terminals Railway to deal fairly with us for the expansion of our facilities there, because we see, as you see, with the growing demand for our service and the down-playing of VIA Rail, we are going to be taking up more of Union Station than we presently do.

Miss Roberts: What is the percentage that you take up now?

Mr Parsons: Probably, of the whole station, 25 per cent on the passenger level, and we use five tracks out of 12 tracks at the track level.

Miss Roberts: What is your contract on that?

Mr Parsons: That is on a per-square-foot basis at a very favourable rate.

Miss Roberts: That is right. How much is that favourable rate?

Mr Parsons: I believe it started at \$3 a foot and has escalated since then. It is averaging about \$6.50.

Miss Roberts: I come from a region outside the greater Toronto area, outside your area as well. The use that the people in my constituency make of your system is trying to get on it in Oakville, Mississauga; you know, any place like that. Parking is one of the major problems they have. How do you advertise your system outside, or do you advertise it outside your jurisdiction?

Mr Parsons: No, we have not been advertising it, frankly, and partly for the very reason you speak of. It is difficult to advertise to people to say, "Come and get on at Oakville," and when they get there at 9 o'clock in the morning, they get a \$25-dollar parking ticket for parking illegally.

Miss Roberts: I think Mrs Grier spoke about this in her opening remarks, such as where are the gateways? Even if they knew where they could get on it, it would maybe take a little bit off in the mornings.

Mr Parson: Milton is a good gateway to use. There is parking available there. The downfall there is you must catch the trains in the morning in and the trains at night out. There is no midday service. There will be in the foreseeable future.

Miss Roberts: I see, but you do something on a province-wide basis to publicize those gateways.

Mr Parsons: No, because our authority is for just our jurisdiction.

Mr D. R. Cooke: I am dwelling, I guess, on some of these same questions, but it is taking a while to get through to me. You told Mrs Grier that you dedicate track to CN. You actually have built track at Oakville—

Mr Parsons: We have built tracks on CN's property—

Mr D. R. Cooke: Oh, you built it on their property.

Mr Parsons: —and they become their property as they are laid.

Mr D. R. Cooke: That is the best bargain you can get. And you are paying them \$10 million a year for use of the right of way.

Mr Parsons: No, \$10 million for the use of all rights of way on both CN and CP on which we run our trains.

Mr D. R. Cooke: That is fixed every 10 years, is it?

Mr Parsons: By contract, yes.

Mr D. R. Cooke: And then you said \$50 million for use of crew?

Mr Parsons: No, in addition to the \$10 million. Mr Smith will expand on that.

Mr Smith: If I could just clarify the \$10 million, just so it is clear, when we contribute capital, that contribution is not part of the calculation that determines the charge for the use of the right of way. Now there are other charges, as for the right of way itself, the space, the maintenance of the track, things of this kind, but there is not any charge made for our contribution towards the capital cost of improving the plant. The other number, \$50 million, is approximately the cost of crews from CN and CP.

Mr D. R. Cooke: I indicated in the House today that in my view CN and CP have residual obligations to assume the routes that Via has abandoned in view of an order in council that was issued federally in 1977. If I prove to be right in saying this and they wish to shed these obligations, the bargaining shoe might go on the other foot if they wish to sell those obligations to you. Is that fair?

Mr Parsons: Sell them or donate them?

Mr D. R. Cooke: Well, donate them to you, I guess.

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Mr Parsons: I do not know what the quid pro quo might be there, sir. You know, to shed the obligations to us is simply to do what the minister

said earlier, load up the provincial Treasury with a lot of federal responsibility.

Mr D. R. Cooke: They have some assets, though. Union Station is one of them. Would you be interested in having it?

Mr Parsons: Union Station is an asset of the combined authorities of CP and CN. It is on land leased from the city of Toronto. I do not know the details of that lease.

Mr D. R. Cooke: I am suggesting that if we can show that they have an obligation to provide the service that Via is abandoning and they do not wish to perform that obligation, you might demand that they cede that lease to you in response to your assuming some of those obligations.

Mr Parsons: GO Transit is the servant of the government, as an agency, so any demanding that would be done certainly would not be done by us.

Mr D. R. Cooke: I see.

The Chair: Mr Parsons and Mr Smith are not—they are here to answer those policy questions. They run GO and do a damn good job of it. Mrs Grier, we want to get done with GO, because most of our questions have not been much more than information.

Mrs Grier: GO keeps opening up more avenues of exploration. I am wondering what the potential of putting in additional track is for any other areas on CN property. I know you have been looking at expansion of the track in the lakeshore corridor. Is it your intention to do that on the same basis as the section in Oakville?

Mr Parsons: Well, the lakeshore corridor and other corridors as well, Mrs Grier. I think if you take a look at what has been happening in Richmond Hill, with the increasing number of trains we put on there, with the pressures that are on the Yonge Street subway, which is not our jurisdiction, it may well be that someone might decide in the near future that the Richmond Hill line might become a Yonge Street reliever. Have any of you heard that word around town? That would take some negotiations with the railway by the province and by GO Transit. It is a very distinct possibility. Yes, there are other opportunities that we will be exploring.

Mrs Grier: You mentioned the north Toronto line. Is that a realistic possibility? Has it been discussed in any meaningful way or is it just something that is out there, perhaps for future consideration?

Mr Parsons: No, you might say that is an apple in our eye at this point in time.

Mrs Grier: You would like it?

Mr Parsons: It is something that should be examined. Station locations should be identified, possibly for future use, because as you know, around Yonge Street, for instance, and the streets that line crosses, there are ever-increasing densities. If we are going to be there 10 years or 20 years from now, some decisions might be taken shortly that there should be some reservation of some station sites along that line so that if at some time in the future there is a north Toronto bypass created for CP, like CN has, that line may be more amenable to commuter uses.

Mrs Grier: How does one get that started? Where does the responsibility lie for doing some planning to make sure that options are not foreclosed in the future?

Mr Parsons: It will commence with negotiations with the ministry, with the railway and with Metropolitan Toronto, which is a very big player.

Mrs Grier: You are saying that should happen quickly.

Mr Parsons: Yes, and it is on our table.

Mrs Grier: But you have not moved it off on to the minister's table yet?

Mr Parsons: It is not quite ready for that yet.

Mrs Grier: I see.

Mr Parsons: I would like to point out to you—I intended to answer an earlier question for you—you might notice our diesels in your riding, which make less and less noise as we are getting new product.

Mrs Grier: I have not had a complaint from the north side for some several months.

Mr Parsons: The new 500 locomotive series—if you are a student of locomotives as you drive along the Gardiner—are 27 per cent more fuel-efficient than were our older diesels, which we are phasing out as we get these new ones in. It is a major improvement.

Mrs Grier: GO Transit expanded in my riding, and as a result of the environmental assessment that it was required to undergo, put in some noise barriers, which alleviated a long-standing problem in a residential neighbourhood. They have been gratefully received.

Mr Parsons: The other thing we did in her riding was dump a big tank into a small tank which went into Lake Ontario. We are not doing that any more either.

Mr Cousens: Could I just ask one question? I have been having complaints lately on service levels on the Stouffville and Richmond Hill line

that I have not had before, with breakdowns and problems. Are you having any assessment on that and are you aware of deterioration in certain levels of service?

Mr Parsons: I am the recipient of a daily report which I receive some time after 9 in the morning, and I watch those things. We have had some equipment problems. We sometimes have door problems; we sometimes have engine problems with our older equipment. Mr Smith and I pay particular attention to on-time performance and do everything possible to make sure that there are not recurring events.

Mr Cousens: Is the equipment getting old or something?

Mr Smith: No. We were probably most concerned last winter. We had some teething problems with the new locomotives. We are past that and they are performing well. We had some problems with some new signal-control systems that the railways put in and we are past all of that. The problems you tend to see now tend to be erratic and they tend to occur for a number of reasons. I promise you that every time there is a problem of that kind, our guys are on the phone that morning with the railways, talking about it and trying to fix it.

Mr D. R. Cooke: You mentioned a little earlier that there is just one track, I think, west of Brampton, on the CN north main line. The only other corridor I am aware of that could conceivably be used for a GO Transit system we own is Highway 401. Do you have any comment on running a GO system either up the median or down one side of 401?

Mr Parsons: That would be something that would be a megaproject to even consider, because you eventually have to tie them to the other railways to get to downtown Toronto.

Mr D. R. Cooke: You might be able to do that at Milton.

Mr Parsons: Well, we have service to Milton now. To go beyond Milton would be the issue, as to whether or not you could get by with a single track, but that does not take you to your town. That takes you to Guelph junction and Cambridge, right?

Mr D. R. Cooke: I am suggesting you run from the Milton station somewhere up to 401 and then run along 401 to Kitchener/Cambridge.

Mr Villeneuve: On the median.

Mr Parsons: It is not something that is unthinkable, but it is beyond our realm. It would

be certainly in the ministry's realm to give consideration to that.

Mr D. R. Cooke: Are there huge grading problems? That is what I was—

Mr Parsons: There are grading problems. As you know, they use a number of engines to pull heavy trains up the grade there, and that is CP. But if you were to do that and you had electrification, that solves the problem. But whether or not that is available, that would be another dimension.

Mr D. R. Cooke: What kind of costs are we talking about, just in very round figures?

Mr Parsons: I could not hazard a guess.

Mr Neumann: Mr Chairman, finishing with the GO, the minister indicated there was a gentleman here who could answer questions about specific highway projects. I do not know where you are going from here.

The Chair: Yes, there are. Thank you, gentlemen.

Mr Pouliot: I do not have a supplementary, Mr Chairman, if it relates strictly to southern Ontario, but if the ministry is to entertain questions regarding northern Ontario, I would be happy to put my name on the list.

The Chair: Thank you. As the minister said, there may be specific questions to people in the ministry, and I would presume that those specific questions are probably related to your own particular ridings. If you do not know what I mean, I will ask the first one.

Mr Cousens: Mr Chairman, how is the time?

The Chair: I will review that in a minute. People in the ministry—"promised" may be a strong word—but said they were going to put a sign up on Highway 9 to indicate where Tecumseth Pines is, and that sign is not up yet. I presume it will be next week.

Mr Pouliot, do you have anything like that?

Mr Pouliot: I do not risk sounding parochial, for our riding is about 28 per cent of the overall land mass of the province.

Mr Neumann: The size of Germany, we heard yesterday.

Interjection: Do you want an autobahn?

Mr Pouliot: Do I provoke people? Do the virtues have to gather every day? You guys are—

The Chair: Maybe in fairness—

Mr Pouliot: You people could worship the ground that those people walk on. You do everything, you Kiss 'n' Ride.

Interjections.

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The Chair: Mr Pouliot. Order, please. If I could interrupt. You are going to be very upset in a few minutes when the minister returns and I tell you that out of the 63 minutes you are entitled to, you have already used 53.

Clerk of the Committee: Fifty-one.

The Chair: Fifty-one of them. You could use more time now or you might wish to wait for the minister's return.

Mr Pouliot: I will wait. With respect, I will wait for the minister's return.

Mr Neumann: Could you mention those same statistics for the other parties?

The Chair: Yes. Your party, Mr Neumann, has used 44 minutes of 63, and Mr Cousens's party has used 13 of 63.

Mr Villeneuve: We are conservative.

The Chair: Mr Kelly, do not worry about that sign I am referring to. Just put it up.

Mr Cleary: Yes, Mr Chairman, you had talked about signage. Our tourist people in eastern Ontario have been reminding us of problems they have had for many, many years trying to identify tourist areas and to get signs on provincial highways. I had to pass that along.

The Chair: Mr Kelly?

Mr Kelly: Have you got that, Rex?

Mr Porter: Do you want me to answer that?

Mr Kelly: Yes.

Mr Porter: Mr Cleary, I interpret the question to be on tourist signing in eastern Ontario.

Mr Cleary: That is right.

Miss Roberts: That goes for all of Ontario.

Mr Porter: Well, okay, all of Ontario. I do not know if you are familiar with—

Mr Villeneuve: The most important part is eastern Ontario.

Mr Porter: The process that is in place is a tourist signing committee that has representation from several of the tourist associations across the province. I am not sure of the actual membership, but I think eastern Ontario is part of that tourism signing committee. It meets more than twice a year, but about twice a year on average and some years it is more often. The issues that come up of that nature are brought up to that committee if they are policy-related. If they are not policy-related but location-related, we rely on the policies that are in place in the signing area for highway placement of signs. But the commit-

tee does adjust and promote and suggest adjustments to the policy.

Mr Cleary: So you say there is representation from all over Ontario on that?

Mr Porter: From the associations and from the Ministry of Tourism and Recreation representing that area of interest in terms of tourism signing. I am not quite sure of the breadth of representation on the committee.

Mr Cleary: Do you have anyone who could be contacted, whom the community could contact to—

Mr Porter: Yes. In all of the areas of the province, the regional directors who are in the regional offices, in Kingston for one, have an interest in the signing policy as it is written down. They are not members of the committee that looks at the policy. They can be contacted for interpretation of policy or requests for locations and signing of that nature.

Mr Cleary: That is with the Ministry of Transportation?

Mr Porter: That is right. The Kingston office is the regional office for eastern Ontario, on Counter Street. I am sure we could get the address and the name. It is Mr Heffernan.

Mr Villeneuve: Postal bag 4000.

Mr Porter: And the gentleman is Jim Heffernan.

Mr D. R. Cooke: I have a question on signage. This is very parochial. The major highway in Kitchener-Waterloo is known to all and sundry as the Conestoga Parkway and if you were to ask any resident of our community about how to get from a to b, his answer is, "Take the Conestoga Parkway." The ministry insists on putting numbers and directions, like Highway 7, Highway 8 and Highway 86 and north, south, east and west. We have no idea what north, south, east or west means—

Mr Neumann: That is true, in Kitchener.

Mr D. R. Cooke: —and it is incredibly confusing. I understand that there are examples of highways in Metropolitan Toronto, such as the Don Valley, which get named because they are named by the municipality, and since you built this highway, you have the opportunity to call it something else.

But in view of the fact that everybody calls it the Conestoga parkway and in view of the fact that you have in Ontario the Queen Elizabeth Way, named after the Queen Mother, Elizabeth, and all the rest of the highways are named after King George VI, I understand, why do we not

take a second highway and not name it after George VI, bless his heart, but name it the Conestoga parkway?

Mr Porter: This has been suggested to the ministry and turned down, is that the problem?

Mr D. S. Cooke: I have privately suggested it to ministry officials and I have been told that it is ministry policy to number all the highways and name them after George VI. But can we not break with that policy, in view of the fact that the public overwhelmingly breaks with it and has no idea what 7 and 8 north means?

Mr Porter: I think it would be useful to have a look at that. Can we get back to you on it?

Mr D. S. Cooke: Thank you. I would appreciate it.

Second, I take it there is a system in place for putting mileage signs on highways. I may be paranoid on this, but I find in whatever direction I am coming to my home town, be it from Owen Sound or from Windsor or from Toronto—less so, perhaps, but still—or from Hamilton, the signs do not talk about Kitchener. They talk about Cambridge, Guelph or Woodstock, all of which are smaller communities. Why?

Mr Porter: And this is to get the direction straight and know you are coming closer to your destination?

Mr D. S. Cooke: Right. Or particularly, for instance, at exits when you are coming on to Highway 401, they always talk about London. They do not talk about Kitchener.

Mr Porter: Well, there is a policy under review on that now, in terms of how much extra destination signing can be accommodated on those signing positions that are somewhat full now, but certainly not fully full. I think the answer to that is that there is a policy review on that, because of other questions from other municipalities like your own area there. As I understand it, right now, there is a review going on that is eliciting some of those concerns from different parts of the province, and the policy if it is too limiting is going to be under review for expansion. But the problem is that in these locations, you could have a rather long string of names and too many to be useful to the public to read in time.

Mr D. S. Cooke: I understand that, but when you are coming east, for instance, on Highway 401, your signs point constantly to Woodstock, which I think is maybe a sixth or a seventh the size of Kitchener, and you do not get any signs mentioning Kitchener until you have passed Woodstock.

Mr Porter: Yes. The size of the community might be a better criterion than its proximity to Highway 401 or something.

Mr D. S. Cooke: Yes. Kitchener does border the 401. I think perhaps the ministry has not taken that into consideration.

Mr Porter: I think that should be and will be in the policy review.

The Chair: That is the point Mr Cooke has raised. I think I might raise another point.

Mr D. S. Cooke: That is all I have on signage. I have another question.

The Chair: Miss Roberts.

Miss Roberts: Just briefly. You indicated that there is a committee set up to look at the policies concerning tourism and the signage for tourism. How do we get to that committee? I know what the policy is, but I do not believe the policy is appropriate and certainly is not appropriate for the tourist communities in my area. We have spoken to the regional people. They know and they voice the policy again.

Miss Roberts: How do we make the presentation to the policy committee and, as Mr Cleary has indicated, from the communities, not just the Ontario tourist association. It should be from the smaller community, because, along Highway 401 or major highways, you are in each case doing a great disservice to any tourist area off those particular areas that are not huge megabuck drawing cards. It is a very disturbing thing. I know John and I have spoken about this often. We would like to know how we get to that policy-forming group—not the regional people; we have all talked to them many times. How do we get to the policy people and how do our communities get to the policy people?

Mr Porter: There is not a direct access group for every individual. We do rely on the associations.

Miss Roberts: No. I am asking for the community associations, for the tourist associations.

Mr Porter: In terms of getting it directly into that committee's hands, I think it would be a letter to the minister.

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Mr Porter: In terms of getting it directly into that committee's hands, I think it would be a letter to the minister.

Miss Roberts: Okay. What is the exact name of the committee?

Mr Porter: It is the tourism signing committee.

Miss Roberts: Who is the chairman of that committee?

Mr Porter: Right now it is the regional director, in fact, but he is playing a corporate role.

Miss Roberts: So it is a complete bureaucratic committee. It is not one from the tourist association.

Mr Porter: Yes, there are members from the tourist association and there are a number—

Miss Roberts: Could you send to us the members of that committee, who they are and where they can be reached, so that we will know and we will be able to deal with it?

Mr Porter: Sure.

Mr Cousens: And what Liberal riding association they are members of.

Miss Roberts: That is right; and Tory, so we can be helpful to all people.

Ms Jacobsen: Excuse me. A number of the members have raised a lot of interest in this issue; that is why the ministry is reviewing it. We recognize that a lot of the tourist operators and a lot of the communities are concerned about it; that is why we have initiated this review. For any of the members who are interested, if you write through the minister expressing an interest, we would be happy to go over what the plans are and take your input into it. At the front-end policy, we are arriving sort of bit by bit, I think.

Miss Roberts: I think the important thing is that that has not been communicated to anyone. We have been trying to find out what has been going on, and until today I have heard nothing of it; what I would suggest is that you communicate it not only to members but to those people in the tourist industry who have concerns and not just to those people throughout your own bureaucracy—and the NDP as well; I forgot them.

The Chair: The ministry is not defending itself very well here. They are all saying that they will look at it. I was there once, and the problem is that the policy was adopted after a lot of discussion, has been reviewed many times and there is an excellent rationale for it. If any member here wants to get wrapped up in Joe Blow's saloon which wants to get a sign up because it is the biggest saloon in Elgin county or Simcoe county—

Miss Roberts: That is not at all my question.

The Chair: I know, but I have all kinds of them the same way. You have to appreciate the fact that the ministry has kept the signage on the highways very tidy—probably too tidy, but that is

one side. It is very difficult for anybody to understand. I have Highway 400 right through my community, as you have Highway 401 through yours. Everybody wants a sign up on Highway 400, and that is where your major problems come from.

Miss Roberts: No. I am asking for a whole-county tourism association; I am not asking for a small sign. It is the larger tourist associations that are now being developed throughout the entire province. It is not a small, one-person, insignificant thing. It is a whole tourist area.

The Chair: Well, whatever. It is a policy that has had a lot of thought over a lot of years and there are the two sides to it. The 400-series highways are the tough ones. I am getting requests almost weekly and they say exactly the same thing.

Mr Cleary: We just had in our local newspapers back home from the Eastern Ontario Travel Association and the Seaway Valley tourist meeting about some of the problems they were having. The governments are spending a lot of money on tourist attractions and then people do not know how to get to them on account of poor signage. It was just in the local paper there in the last week or two.

Mr D. R. Cooke: Perhaps I should follow up in view of what Miss Roberts says. You say there is an ongoing review on signage and you are making enquiries. Whom should we contact on that one?

Mr Porter: The point you brought up is on the destination signage.

Mr D. R. Cooke: Should we contact you?

Mr Porter: That is fine.

Mr D. R. Cooke: All right. I have some questions on noise barriers. I do not know who wants to take those. I could not find them in the estimates.

Mr Kelly: They are in the capital construction group for the provincial highways program.

Mr D. R. Cooke: I realize they are incredibly expensive. I have been told something like \$800,000 per kilometre. Is that accurate?

Mr Kelly: I will just look at some numbers. It seems about right, though.

Mr D. R. Cooke: Nevertheless, they are becoming more and more popular. I think as people become more and more environmentally sensitive, noise pollution is a form of pollution that people are perhaps less prepared to put up with than they once were. I am wondering if any

consideration is being given to increasing the proportion of budget that is available for noise barriers. I ask that question not knowing what the total budget is, but perhaps you can tell me, first, what the total budget is and whether there is any consideration—

Mr Neumann: How long a backlog.

Mr D. R. Cooke: Yes, how long the backlog is.

Mr Kelly: First of all, we have increased the budget and our budget runs somewhere between \$3 million and \$4 million a year in noise barriers.

Mr D. R. Cooke: For the whole province?

Mr Kelly: For the whole province.

Mr D. R. Cooke: Which is about four to five kilometres of noise barriers for the whole province.

Mr Kelly: I would say that is about right, just looking at the program. We generally build about three a year.

Mr D. R. Cooke: I appreciate that one is being built right now in my riding, but how long is the backlog, because we would like more?

Mr Kelly: I have not got the exact figures, but I imagine we have a 15-year backlog.

Mr D. R. Cooke: Is any consideration being given to increasing the amount of money available for noise barriers?

Mr Kelly: Not at the present time.

Mr Cousens: Not in your riding.

Interjection: I will talk to the minister.

Mr D. R. Cooke: I just indicate that I think perhaps it could be. I realize we are asking for money to be spent everywhere, but a 15-year backlog is even greater than I expected to hear and perhaps we could ask ministry officials to consider increasing the budget.

Mr Neumann: Just a quick follow-up on that issue as well: Have you looked at any alternative prospects for funding? There is a big concern through our community about Highway 403. People have been there for years and years and there are no noise barriers. Some of the residents have even said, "We would put them up ourselves or we would pay a share of it just to get them in our backyard." Have you ever looked at sort of making them on the same basis as local improvements are done and get home owners participating in this as a way of spreading the money around to more areas and getting some of these up?

Not only is there a 15-year backlog, but there are areas where people really feel they need the

noise barriers and they are not even on the 15-year list because they have not met the threshold test yet.

Mr Kelly: They have not met the threshold, that is correct. We have threshold criteria which we think stand up with the environmental assessment process where we have to defend our criteria. We apply it and it is agreed to by the technical experts in the field, including the people from the Ministry of the Environment.

Mr Neumann: Has that suggestion that I made ever been looked at?

Mr Kelly: If there is any development going on in the province adjacent to a freeway system, then as part of our planning process we make the developer provide the noise barrier.

Mr Neumann: No, I am talking about existing developments.

Mr Kelly: Yes, and you were talking about retrofit situations. We have never pursued with property owners a funding by mutual agreements with property owners, but I can assure you that if there is a community association that is willing to fund them, we would be glad to receive it.

Mrs Grier: Could I have a supplementary on that? When you are designing new highways, are you building in barriers as part of the initial capital cost?

Mr Kelly: When we design new highways, we have to go through the environmental assessment hearing and one of the things we have to indicate is the noise levels or contours that are required. If it meets the requirements, then we have to build the noise barriers as part of our construction project.

Ms Jacobsen: I would also add that in terms of the municipalities, they are increasing guidelines within the municipalities for lands that are adjacent to both municipal and provincial highways to prevent that kind of situation in the future.

1700

Mr Neumann: For some years now, new developments going in, new subdivisions have had to take noise attenuation into consideration as part of their design criteria, so we are talking here about the neighbourhoods developed 15 or 20 years ago that are now facing the problem. The newer neighbourhoods are paying for it indirectly through the cost of the houses they buy, but the older neighbourhoods just have to wait on the list 15, 20 years. It is unacceptable.

Mr Michlash: I am interested in what is happening with the upgrading of the Trans-

Canada Highway, particularly the very west portion of it in Ontario, Vermilion Bay to the Manitoba border. It is in very rough shape at this time.

Mr Kelly: Yes. I always have difficulties with these ones, because it is not part of our estimates; it is part of the estimates of the Ministry of Northern Development and Mines. But basically, at the present time we intend to resurface the Trans-Canada Highway between cities and keep it up to a high level of maintenance and provide passing lanes and truck-climbing lanes wherever appropriate. We do not have any master scheme at the present time for four-laning, say, from Manitoba, if that is the question.

Mr Mclash: No, I am mainly interested in upgrading the passing lanes, the paved shoulders.

Mr Pouliot: That was my supplementary, in terms of intent—even in stages—to four-lane, because every time we ask in the House, it is very difficult. We have a question period, but we have yet to get a question-and-answer period. So the ministry has no plans to four-lane any portion of the Trans-Canada Highway in northern Ontario?

Mr Kelly: In northern Ontario? We are looking at various locations right now for four-laning the Trans-Canada Highway, and I think you are aware of the four-laning at Sault Ste Marie. Our problem is getting through the Indian reserve, but we have been committed to do that four-laning section. We are looking at the potential of four-laning the combination of Highway 11 and Highway 17 between Thunder Bay and Nipigon.

Mrs Grier: That is a good move.

Mr Pouliot: Between Thunder Bay and Nipigon? Would that be—

Mr Kelly: Where is the cutoff of Highway 11?

Mr Pouliot: It is in Nipigon, that is right. So you will be releasing a timetable, a step-by-step approach of how we are going to do that?

Mr Kelly: Eventually the ministers will release the timetable, as I understand it.

Mr Pouliot: Thank you most kindly. I have another question, because the people are so very much interested. Can you tell me—I thought we could do this together—is it six months, eight months, how much time would you need to feel comfortable in releasing the timetable for four-laning between Thunder Bay and Nipigon? You have made a commitment that the ministry would do that. Would it be six months till we have the

timetable, would it be eight months? Are you comfortable with that?

Mr Kelly: I am not comfortable with that, because I think the Minister of Northern Development and our minister have to get together to do that.

Mr Pouliot: But there is a plan under way, a specific plan to four-lane that portion of Highway 17 between Nipigon and Thunder Bay?

Mr Kelly: There is a specific study going on to look at what we could do there, if we have to do it, what type of facility we should build, how much it would cost—

Hon Mr Wrye: Is that a corridor access study?

Mr Kelly: This is four-laning between Thunder Bay and Nipigon.

Hon Mr Wrye: What we are saying is that we have a study under way, a technical feasibility study which says what we would have to do if and when we decide to do it, and that decision has not been taken.

Mr Pouliot: I hear you loud and clear. It is what would have to be done when you decide to do it. Good. That point is well taken.

Hon Mr Wrye: I want to be fair to you and say that in some areas, at least in the medium term, we are not going to be four-laning, we are going to be building passing lanes. There is, even with \$2 billion, a limited budget. I am not sure whether one of those at the end of the day is exactly that road. For example, on Highway 11 we are going to be building 103 kilometres of four-laning, but there are going to be substantial passing lanes as well. Same thing with Highway 69.

Mr Pouliot: Okay. So we are going on Highway 11. We go from Highway 17—you brought it up, thank you, Minister. Yesterday you said you would be spending \$100 million over a period of 10 years for Highway 11.

Hon Mr Wrye: Alex? I think that is about right. We had a breakout. Last week when I was up in Kirkland Lake, there were a number of projects. Do you have that green folder? I can maybe hit some highlights. But there are 103 kilometres of four-laning in the 635-kilometre stretch from Barrie to—where does that take me? To Hearst?

Mr Kelly: To Hearst, yes. We went from Gravenhurst to Hearst.

Hon Mr Wrye: Right. Now, we already have some four-laning. From Gravenhurst to Hearst, we are going to do 103 additional kilometres of

four-laning. We are going to build three new interchanges and a flyover.

Mr Pouliot will be very interested to know, as will, I guess, all members, but certainly those from the north, that I indicated that it is not a matter of if we will add Highway 11 or a stretch of Highway 11 to the 400 series; it is a matter of when.

I think many members have travelled these highways and understand that in some areas our traffic volumes have built up; that we have a freeway status, with the exception that some of those interchanges really need to be brought up to full interchange status and that there is a sense and a perception and, I think, a belief that when you have a 400-series road, you have the kind of interchange status that we will need.

So, there will be three interchanges, a flyover, additional passing lanes and very substantial amounts of resurfacing, two-lane resurfacing. Some 335 of the 790 kilometres will be resurfaced between now and 1994, about half.

Mr Pouliot: That is excellent news, Minister.

I have some questions, Mr Chairman. They are really straightforward, but they relate directly to the reason we are here, which is the estimates that are contained in this book. Are we willing to entertain this?

The Chair: For a very short time. You have pretty well used up your time.

Hon Mr Wrye: Somebody give me the book.

Mrs Grier: Can you tell us the remaining time allocation, Mr Chairman? I was really hoping to get one more of the minister.

Mr Pouliot: Okay. On vote 3701, ministry administration program; item 1, main office, I extended the courtesy to ministry personnel yesterday of telling them that I would be asking two questions. This is the first one: 1987-88, actual \$5.9 million. There is quite a change in 1988-89, a change of \$817,000. To my knowledge, it is not itemized. Can we have a brief explanation for the substantial change? It says main office.

Hon Mr Wrye: From \$5.9 million to \$6.9 million?

Mr Pouliot: Yes, and the change is quite substantial.

Hon Mr Wrye: It is over two years, even a 10 per cent change in salaries would add about \$600,000 to it. I do know whether the deputy can help you with some additional information.

Mr Pouliot: Even a 10 per cent change in salary? How does that compare with the remaining civil service in the province of Ontario?

Hon Mr Wrye: Many of them are civil servants.

Ms Jacobsen: The other major part is that there is a section called the strategic policy secretariat that is shown now within main office and previously was not shown within main office. That is on account of a reorganization within the ministry.

Mr Pouliot: Okay. I am satisfied with that explanation. The other question I have is on vote 3701. It deals with the minister's salary.

Hon Mr Wrye: Oh, oh.

Mr Pouliot: For 1988-89 the minister's salary is \$30,094, which is the annual salary of the minister having charge of the ministry. In 1989-90, it remains unchanged. Then the parliamentary assistant, who is one of those who assists the ministry on a rotation basis—again there is no change from \$9,297 above the tax-free allowance and also above the usual fee for all members of the assembly. There is no change from 1988-89, and yet we are all aware, inevitably, by convention and tradition, that there is always a change retroactive to 1 April of the previous year.

I am amazed to see growth rate without explanation and this is my focus, but it says nil and we all know there will be a change, right before we all reach Christmas.

1710

Hon Mr Wrye: We certainly hope so. I am with you on this one.

Mr Pouliot: I cannot hear you.

Hon Mr Wrye: I was actually going to point out—it might have been the timing—that the numbers, certainly the numbers in the estimates' book that you have in front of you and the estimates that we are working from, as opposed to the supplementaries, which often go through afterward, reflect the salaries as they are today, which is \$30,000 and change for ministers with portfolio and \$9,300 for parliamentary assistants, and you see the change from 1988-1989, which is the appropriate reflection of the changes that have taken place in that time.

Actually, the only number I did not understand is why the numbers for minister's salary in 1987-1988 and 1988-1989 were exactly the same, but it may have had to do with the timing. As you know, and I see Carl nodding, there was a time, Mr Pouliot, I think before you joined the assembly, perhaps in Mr Cousens's first years and certainly when Mr McCague was a member on the government side, when the salaries were traditionally dealt with in the spring, certainly

before the adjournment of the House for the summer. We are doing it a little later now and there is some overlap there.

Mr Pouliot: In conclusion, I have no more questions, but if I may broadly summarize, I have searched long and hard for discrepancies or large percentage changes and I was really unable to find any.

Having said that, I do not really want to reach the conclusion that the Ministry of Transportation was clearly the loser in its negotiations with Treasury to obtain supplementary funding, because only a cynic could reach that conclusion.

It is well done. We have been asking for something that reads well, that follows and we have been presented with that. I have no more questions.

Hon Mr Wrye: Just in response to Mr Pouliot's final remarks, I just ask him to cast his eyes back to the main line of the estimates, which indicates that the change from the estimates of \$2,072,000,000 of fiscal 1988-1989 is a change of \$240 million, which I take to be, in round terms, about 12 per cent in this year alone.

There is no doubt, and I will concede very rapidly and very openly, that of the \$2 billion that the Treasurer (Mr R. F. Nixon) provided in May when the budget came forward, which I remind you is two months into the fiscal year, the takeup in year 1 is obviously going to be the lowest amount in terms of municipalities. It was not fair to ask municipalities to strike their budgets and the municipal flow is going to be over four years.

So you will see a very dramatic increase in the years to come, as there has been, I would argue, a very dramatic increase in fiscal 1989-1990.

The Chair: It is going to be a bit difficult, but both the Liberals and the NDP have used up their time. Maybe Mr Cousens's benevolence will let you get back on again about something—

Interjection: Maybe not.

The Chair: —but I will have to turn to Mr Cousens at this moment.

Mr Cousens: Thank you, Mr Chairman, and I will try. I know there are a couple. John has asked for one and I will make sure I leave time for other honourable members.

I want to just stay on the road things. There are a few questions on construction, if I could. You know I could not come to this thing without asking Highway 407 specifics, so there it is. What can you tell me? When? Where? How? I know how, but just give me some dates.

Hon Mr Wrye: This is page 1 of our potential answer to Don Cousens's questions. I think we

anticipated that you would want to know something.

Mr Cousens: If you did not have that written out—

Hon Mr Wrye: That is right.

Mr Cousens: I was going to miss it almost.

Hon Mr Wrye: We said yesterday, Mr Cousens, that we are running actually a little ahead of the work. Certainly from the area that you represent—

Mr Cousens: No, do not do just mine.

Hon Mr Wrye: I know.

—you will not have seen a lot of it yet. I must say that shortly after becoming minister I took a tour of Metro and indeed the entire region and was very impressed by the amount of work going on.

For example, on the Highway 407-400 interchange, a figure that they gave me—Alex, tell me; I think I was correct on the figure—is that to build the detour for the Highway 400-407 interchange is an \$8-million project. That is to build the detour, which really gives you a concept of what we are talking about in terms of the complexity and the enormity of that very critical interchange. But the work has really been going all summer and we are running well ahead. Perhaps Mr Kelly can give you some indication of how far we have come.

Mr Kelly: Are we looking for expenditure rates?

Mr Cousens: Where are you going? What are the stages? The dollars, we know, have now been allocated.

Hon Mr Wrye: Give him everything.

Mr Kelly: The first stage is from Highway 427 over to Dufferin Street, as you know. We are very well advanced with regard to property acquisition and design. We finished our detour earlier than we had anticipated, so we intend to call major contracts for the interchange, for structures and so and so forth. We are actively under design for our next phase to go over from Dufferin Street to not quite Highway 404, from Dufferin to Warden—I guess that is Highway 404. We intend to start that in 1991, which was an advancement. We are heading also from Highway 427 to the airport, which is to the west end, and we hope to get construction under way there in 1992.

Beyond Highway 404, we have many studies to do and a bunch of things that we are actively involved in. To the west end, we have nothing programmed from Airport Road westerly, but we

are in very good shape with regard to property acquisition and land that has been protected through the planning process. We may not have compensated for the land, sir, but it is there and it is being set aside. That is where we are at the present time.

Mr Cousens: When will the first lap be open?

Mr Kelly: Which is from Highway 427 to Highway 400. Let me see just quickly—1996.

Hon Mr Wrye: And then it comes on stream very quickly. I am like you—the time lines are very long but a lot of the work will be going on concurrently and then things begin to come on stream.

Mr Cousens: Do you have another time line beyond that?

Mr Kelly: From Dufferin to Warden—1999. From Highway 427 to Airport Road, we see it in 1995.

Mr Cousens: What is your total cost now of Highway 407 from—I guess it has gone beyond what we originally had when it was announced. It was going to be Highway 404 to Highway 427. So what is the total cost of the project that you have described and where do you go from the easternmost point to the westernmost point?

Mr Kelly: Here are the numbers. From Airport Road to Warden, if that is the—I am quickly adding up my numbers here.

Mr Cousens: I like you saying Warden. That is good news as far as I am concerned.

Mr D. R. Cooke: It is a good news government.

Mr Kelly: It is about \$920 million.

Mr Cousens: I do not want to say you guys are good at too many things but Highway 407 is a good project.

Hon Mr Wrye: It is just under \$1 billion.

Mr Kelly: Just under \$930 million.

Hon Mr Wrye: Mr Kelly, the next stage from there—and there are some recent protected corridors and there is obviously the step beyond, east from Warden to Highway 404.

Mr Kelly: We will try to go to Highway 48 and obviously in the west end we will try to get from Airport Road to Highway 410.

Mr Cousens: So you are now taking planning stages toward Highway 48 further east to what will be the proposed east Metro corridor, if you ever get—

Mr Kelly: We are looking at it from Highway 48 all the way up to Peterborough, as you know.

Mrs Grier: Don, could I ask just one question about the western segment of that?

Mr Cousens: You are out of time.

Mrs Grier: I am out of time, okay.

Mr D. R. Cooke: I do not whether it is accurate or not, but the Ontario Trucking Association tells me that one out of two of the trucks that go through Metro on Highway 401 does not stop. Presumably most of those would use the corridor. I think of that every time I am sitting in traffic, and perhaps the minister does too.

Mr Cousens: In fact, as the minister and everyone here could tell you, it is a major thing. It is not just for York region. It has such positive ramifications for the whole traffic flow around the greater Toronto area.

Hon Mr Wrye: To some extent, this provides a third major east-west artery, with the Gardiner Expressway and Highway 401 and Highway 407. Highway 401 is now, some parts of it—look at the map—in the centre of the GTA.

Mr Cousens: Can I move to another question?
1720

Hon Mr Wrye: And it is an interregional—

Mr Cousens: I have another question. Minister, I am happy with that and I would rather use my time to get to some other points, if I could.

So you are moving farther east than Highway 48 right now in your land acquisition to where?

Mr Kelly: We are doing preliminary corridor studies from Highway 48 towards Peterborough to find out which corridor we are going to go into. That will involve quite an environmental—

Mr Cousens: Will there be public meetings on that?

Mr Kelly: There will be environmental hearings. There will be public meetings, yes.

Mr Cousens: Okay. When do you see that starting to take place?

Mr Kelly: We do not have the physical acquisition.

Mr Cousens: No.

Mr Kelly: Oh, when do I see the—well, within the year. We are actively involved. I will have to talk to the staff, but we are active in it.

Mr Cousens: Could I go on record as requesting further information on an ongoing basis about the developments of Highway 407 as it relates to the GTA?

I will go on record as well as saying the former deputy minister had agreed that I could have a

meeting with him but it was never set up. I tried several times to have meetings with the former Deputy Minister of Transportation to review things. It even got to the point where I stopped calling. So that was in January and February of this year, which does not leave me with a pleasant feeling.

Hon Mr Wrye: We have been sending information on specific projects every short while to a number of groups. We could send you information every three or four months on just where things are. I know it is of interest to you and I am quite prepared to do that—

Mr Cousens: I really feel there has been a breakdown in the communications and these estimates are important for that process, but you force the opposition to get into a confrontation all the time because there is not an exchange of data. If we have the information, then there is a sense of possibly being able to work together. I saw that with GO Transit today. There has been a good relationship between myself and GO Transit so that you do not feel you have to get mad to get what you want.

Hon Mr Wrye: We are always willing to try to help. We each have our roles, but you as a member particularly from the area have, and any member has, a right to get this information.

Mr Cousens: The Highway 404 interchange at 16th Avenue: When is that about to come? What is your plan there? It is in your estimates for construction projects for 1989-90.

Mr Kelly: Is it in the book?

Mr Cousens: It is in the book and yet I have not seen much happening. It is on page 44 and at the top of the page: "New interchange, 16th Avenue construction of south-oriented ramps including widening of 16th Avenue overpass."

Hon Mr Wrye: Is 16th Avenue the arterial, Mr Cousens? Is that the major east-west arterial?

Mr Cousens: Yes. It is above Highway 7. It is the first north.

Interjection: Right past Buttonville Airport?

Mr Cousens: Yes, it is. Right by Buttonville Airport.

Hon Mr Wrye: We went by it.

Mr Cousens: We should all go golfing there and we can sort of have a discussion.

Hon Mr Wrye: What is your next question?

Mr Cousens: What are your plans for a 14th Avenue interchange just south of Highway 7, and have they been worked out or are negotiations going on successfully with the town? They are not, as far as I am concerned.

Mr Kelly: Could I deal with 16th Avenue?

Mr Cousens: Yes.

Hon Mr Wrye: I thought his next question might be—

Mr Kelly: Yes. One of the owners has asked us for a hearing. That is one thing. The other thing is that with respect to Buttonville Airport Transport Canada has a concern with our design. We are dealing with both those issues. We will be going through a hearing of necessity with the owner and dealing with Transport Canada.

Mr Cousens: Could someone give me further details on that at some point in the future so that I can have a sense about it?

Hon Mr Wrye: Yes.

Mr Cousens: It is one thing to have an announcement in here and it is another to find out that it is not proceeding for reasons that may be justified.

Hon Mr Wrye: The problem is that when the hearings of necessity come up, often they will come up after the book is out and I presume this would—

Mr Cousens: I accept that. I just have to know. That is why I asked.

Hon Mr Wrye: Yes.

Mr Cousens: How about 14th Avenue?

Mr Kelly: I am just making sure I know—Is that the local name or is it called something else?

Mr Cousens: John Street.

Mr Kelly: Oh, John Street?

Mr Cousens: It might be called John Street.

Mr Kelly: We have nothing going on at John Street at the present time.

Mr Cousens: There have been a lot of discussions on it.

Mr Kelly: There have been lots of discussions concerning what to do with John Street.

Mr Cousens: I will not lose any more hair on that one because I know it is about that. No, you can only lose so much.

Let me just raise a couple of local ones. The jake brakes and the use of them in the community: Is that something that comes under your jurisdiction at all—jake brakes are the air brakes—the overuse of them coming into the community?

Mr Kelly: Yes.

Mr Cousens: What I am concerned about is that increasingly people come into Peel and all of the greater Toronto area and they are jamming on these brakes and there is a high level of noise. It is

disruptive to business and this is one of the reasons people want to get heavy vehicles off major roads. I have a letter here from one of the business associations. It says:

"It is our understanding that these devices are controlled by the operator. Their use is not necessary in urban areas, such as our village, where the speed limit is 50 kilometres per hour. It becomes intolerable and is detrimental to the operation of businesses. We ask that you do all that is within your power to prohibit the use of Jake brakes along main street areas in the Metropolitan Toronto area."

Hon Mr Wrye: Kim Devooght, from the safety and regulation division of the ministry, has joined us. I am sure he is familiar with this and can offer you some views and some answers.

Mr Devooght: I think the vast majority of tractor-trailers now are equipped with air brakes and they do not have a hydraulic braking system. They do not have both braking systems. They have either air brakes or hydraulics, and the larger vehicles now are equipped with air brake systems. The problem is whether in fact the drivers are familiar with the operation of air brakes.

What we have done is we have implemented, as part of the National Safety Code, an air brake endorsement that requires specific testing of the driver in the operation of the air brake system. That came into effect in September of this year. If you are a class A driver, licensed to operate a large tractor-trailer and the vehicle is equipped with air brakes, you are required to have what is known as a Z endorsement on your licence. We did have a grandfathering scheme that permitted drivers who could demonstrate that they had some experience with air brakes to be grandfathered into the system, and we are testing new drivers now on the operation of air brakes. It involves a knowledge test and a skills portion as part of the regular road-testing process. That will, I would suggest, assist us in correcting the situation where people are not operating these things properly.

Mr Cousens: Is there any testing on people who already have their licence who are using these brakes improperly and causing a noise problem? If there is, I would love you to set up a station on Highway 48 north of Highway 7.

Mr Devooght: Certainly, I guess the operation of the braking systems and whether they are in proper adjustment and so on is more of an enforcement issue and we can talk to our enforcement people about specific locations if

there are problems. We do have roadside enforcement.

Mr Cousens: You will help get me re-elected if you do that.

Hon Mr Wrye: It is going to be a tough call on my part.

Mr Devooght: We do have cyclical knowledge tests every three years, where a class A driver is required to come in and take a knowledge test, a written test. In those tests, starting in May 1990, drivers will be asked air brake questions as well if they in fact have that Z endorsement. So they are going to be tested on a three-year basis as well.

Mr Cousens: I appreciate that. That answers my questions there.

I have another subject area that I wanted to ask a question on. I will give you a copy of it. I do not even need the details now, but it is a letter that came in to someone who I think must have known I was going to have a chance in estimates to ask you about the building of a transportation safety college that pulls its own weight, recycling the CNR Marmora subdivision between Trenton and Picton. It is a proposal, not by one of my constituents, probably one of Mr O'Neil's, but anyway, it has some points in there. Is there any consideration by your ministry of such a college?

Hon Mr Wrye: A museum?

Mr Cousens: I think it would be a museum, combined with a few other things.

Hon Mr Wrye: No.

Mr Cousens: Would you take this under advisement?

Hon Mr Wrye: Sure. We would be delighted to take a look at the letter. We will send you a copy of the response.

Mr Cousens: I am getting an increased number of people concerned about inexperienced drivers. I have a letter from another organization for automobile training in Waterloo. It says: "The present system in Ontario allows inexperienced drivers to obtain a licence by undergoing a rather simple written and on-road exam. Drivers are not required to go through a driver's training course which would better prepare them for present-day complex driving."

1730

That opens up one aspect of driver training, but the other aspect is the retesting of drivers who have licenses. As chairman of the PC caucus task force on transportation, I can say that we have identified the testing of drivers and retesting them as a matter of concern.

I think it is a combination of things. They are on the road, they do not know what they are doing and they are unsafe in the way they are driving. If they had some retesting once in a while, we might get rid of some of those who are causing accidents. I think they are causing them to transports and to everyone and to themselves; they are a hazard. Is there any review of that testing process?

Hon Mr Wrye: I think the answer to that is no, in terms of the overall testing. We now have probationary licensing for young drivers. I think it is between 16 and 18 that one has a probationary licence.

Interjection: The first two years of driving.

Hon Mr Wrye: The first two years of driving, and the triggering for suspensions and the like are at lower levels. So a lot of it is for young drivers, though not exclusively.

We have begun to look at a system that is in place in California and Delaware, to name two states. You can have a system where somebody who is 16 years old and was licensed two weeks ago is out on the highway as the licensed driver with a learner, out on Highway 401 at 6 o'clock on a Friday night. You can have that system quite legally today.

The question that is asked under the graduated licence system is, is that appropriate? Is it appropriate for somebody, when he first gets his licence, to be driving a 400 series road? Is it appropriate for them to be driving at night? Is it appropriate for them on a high-speed road at all? And so on and so forth; there is a whole series of questions.

Frankly, we need to do some study and some work on that. As part of the series of safety initiatives which the government talked about bringing forward in the next while, we indicated we were going to take a very close look at the graduated driver system. The results in California and Delaware, if memory serves me correctly, indicate a diminution in accidents of between five and 17 per cent.

You should know, and I want to put this on the record, that if a 16-year-old gets a licence today, the chances are one in six he will have an accident while he is 16—one in six. Not everyone does it the day he turns 16, so there is a very startling statistic.

Mr Cousens: I was on to another area, but that is fine.

Hon Mr Wrye: That is where we are going.

Was your question at all aimed at the 80-year-old retesting?

Mr Cousens: No, that was a situation I wanted to know about.

Hon Mr Wrye: You want a general retesting.

Mr Cousens: I am saying there is a need for retesting and there is a need for stricter enforcement of the rules, maybe even before they get their test. It has to do with a combination of things. You have given me enough of an answer. I want to get on to a few other things.

With respect to the Scarborough light rail transit, I did not hear your answer yesterday in your response and I would like to take the time now. What are your plans there?

Hon Mr Wrye: Gerry Johnston may want to add something. There has been some controversy about the Scarborough LRT lately.

Mr Cousens: There has been controversy ever since it was built. What are your plans for either expanding it or addressing some of the concerns that have been raised on it?

Hon Mr Wrye: I have not made a determination on that. I just want to put one thing on the record to start with, and that is that I am not sure we have a sense of agreement with some of the criticism of the Scarborough LRT. There are some different cost factors, but it seems to me that some of the criticisms are not helpful.

Mr Johnston: I believe the most recent report from the Toronto Transit Commission concerning this system, one that was reported about two days ago, a report by the chief general manager, indicated that in the early stages there were a lot of problems in the early implementation of the system which have since been worked out. They seem to be relatively happy with the way the system is performing right now. They have been looking at the need for more equipment on the system and there have been discussions about extension. There is a major meeting coming up on 7 November with the TTC in Scarborough, at which that whole subject will be discussed. But it really is a Metro initiative, it is not an initiative that was launched by—

Mr Cousens: It is not funded by the province to any great degree?

Mr Johnston: Yes. Once Metro has taken its position on improvements to the system, on additional equipment on it or the extension, it will then come to the province.

Mr Cousens: You are waiting for a proposal.

Mr Johnston: Yes.

Mr Cousens: That is very helpful. There was a situation described today of the fare integration that has come through. It is a \$75,000 cost to GO

Transit for Richmond Hill alone—probably one of the best ways of having the local transit co-ordinate with GO trains. That is an investment you have made, which Mr Parsons justified.

Is this something that you will be taking as a policy where possible? It not only ties in there, it really means we are looking for more integration between the regions, Metro and the TTC. We have got to get away from just looking at Metro alone; we have to look at the greater Toronto area. I do not want a long dissertation on it, because time is running short; I want to give you some time.

Hon Mr Wrye: Mr Johnston will give you more details, but the short answer is yes. A little longer answer is that I could not agree with your point more. We have made some real strides. To the extent that we need to make more, I am quite prepared to push very hard. Fare integration is the wave, not of the future but of the present and it is time we got on with it. The latest work, in the north on the Richmond Hill line and in York region, is very, very positive news indeed.

Mr Johnston: I just want to add that GO Transit has been successful in negotiating fare integration with basically every transit system outside of Metro, so there are provisions for free transfers between the systems in Richmond Hill, Oakville, Markham and all the systems which GO serves right now.

The major step forward over the last two years, though, was getting a demonstration project first and fare integration between the GO rail system and the TTC at Union Station, which proved to be very successful. They were selling up to 5,000 joint passes. That has now been extended to all GO rail systems with the TTC and there will be continuing studies on how to expand that into the bus services as well. It is part of an ongoing program and does bring tremendous benefits to both systems.

Mr Cousens: Some of the groups that really need it are seniors and students from outside of Metro coming into Metro. Is there a specific response you have on that?

Mr Johnston: The whole issue of reciprocity is that every municipality has its own guidelines and rules concerning how it treats seniors, students and other special groups. There is a fair amount of work to do before you can get a uniform approach to dealing with students' problems and those of other groups.

Hon Mr Wrye: I would add only that I would prefer to start with seniors. I am impatient, if I can use that word, to get on with reciprocity, and

I view our responsibility as having the broader responsibility as a province to all of the people we serve. In fact, I would like to see reciprocity go beyond provincial borders. I think it is a great signal of the fact that this province opens itself up for tourists; be they tourist seniors from other parts of Ontario or seniors from other parts of Canada and the United States, it is the right way to go. There is a cost factor, but I am impatient that we make some progress on that line.

I am a new minister, and it is on my list of things I would like to be able to come back to a year from now.

Mr Cousens: Do you have a time frame on it?

Hon Mr Wrye: I would like to be able to come back a year from now and have you ask the question and say, "Here is the progress we have made; we have done this and this and this."

Mr Cousens: They do not have estimates for Transportation for three years from now, unless we are lucky.

Hon Mr Wrye: Am I off the hook for three years?

Mr Cousens: I think you are off the hook for a while.

Hon Mr Wrye: I will send you a letter. Make a note to ask something. I do not expect we are going to do it between now and Christmas. I really want to make progress in 1990 on that issue.

Mr Cousens: Do you answer questions on the Ontario Highway Transport Board?

Hon Mr Wrye: Yes.

Mr Cousens: There are 70 airport limousine applications for service to Lester B. Pearson International Airport still pending. Is there a reason for that?

Hon Mr Wrye: I do not have an answer on that.

Mr Cousens: Will you get an answer for me on just what has happened to it?

Hon Mr Wrye: Yes.

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Mr Cousens: I would like you to know also that there are a number of petitions that have been made to cabinet where the board's decision was varied. I am reading the annual report that just arrived this week, the English edition.

Hon Mr Wrye: Why would we send an annual report to all members just before estimates? Very helpful.

Mr Cousens: The board's original decision was varied. One petition was varied, and there

are two petitions before the executive council. I am interested in the one that was varied and some background on the two that are presently before the executive council and how long they have been sitting there.

Hon Mr Wrye: I think I can give you information on the first request. I am not sure that we can on the second.

Ms Jacobsen: I think we can, and we will follow up.

Hon Mr Wrye: We can give you some information.

Mr Cousens: I noticed, as well, when I went through the board policies and procedures in appendix B, there has been a new policy developed on the schedule of hearings. It would seem that there is a different process for receiving presentations by people. I would be interested in knowing whether they are more closed than open and to what extent those changes are going to affect those people.

Hon Mr Wrye: We can get an answer on that hearing process.

Mr Cousens: The last question on the Ontario Highway Transport Board has to do with extraprovincial motor vehicles. There were 88 withdrawn, when you are talking about applications received under the Ontario Highway Transport Board. I would like to know why. There are 200 pending. Why are there so many extraprovincial applications still pending? It seems like an awful large number. I would say that you are causing people some anguish if you leave them sitting for too long.

Hon Mr Wrye: I do not know whether it is a large number or not in historic terms. We will check it and give you an answer.

Mr Cousens: Relative to everything else that is happening, it stands out.

Hon Mr Wrye: I do not know whether it does from one year to the next. If it does, I thank you for raising the point. We will try to address it and be in better shape next time you read the annual report.

Mr Cousens: I will let John Cleary on. He was the guy who really came along to me on bended knee and asked for some time. Later, I have another question, if I may.

Mrs Grier: And I have one.

The Chair: Mr Cleary and Mrs Grier would like your benevolence too.

Mr Cleary: Thank you, Mr Chairman, and thanks to my good friend for sharing his time with me.

We have talked a lot about Via Rail cuts, and I guess that affects all our ridings. The train that goes from Toronto to Montreal is slated to be cut. Many of the people from my part of eastern Ontario take that train to work in Montreal. I just want to mention that.

I was a municipal politician for quite a few years and was involved in a lot of road programs. I know in the past four years the government has increased its funding by 50 per cent; I guess 11.6 per cent last year. But many municipalities had been encouraged to update their needs study for the road program, and they found that they had costs to update their roads in the millions of dollars to bring them up to today's standards. Does the minister have anything in mind to try to help some of these municipalities?

Hon Mr Wrye: In terms of additional allocations?

Mr Cleary: Yes.

Hon Mr Wrye: Part of the \$2-billion initiative which the Treasurer announced in the budget includes \$200 million for additional municipal roads over the five-year term. Because—and you would know from your municipal background—the mill rates had all been struck, it did not seem to us to be reasonable or even responsible to begin the flow of that municipal money in what is the first part of year 1 of this five-year program, so none of the \$200 million has flowed.

I would anticipate that when we offer municipal allocations, you will see a very substantial flow of dollars to municipalities overall. The increase will never be enough, but I hope it will be adequate to get the greater amount of money they need to bring their roads up to the same kind of thing we are trying to do at the provincial level.

Mr Cleary: I had a few other questions, but I will share the time.

The Chair: Mrs Grier, for up to four minutes.

Mrs Grier: Four minutes? I will be brief. I had hoped the minister might give us some sense of his position on making conventional transit systems accessible to the disabled. Specifically, in his absence, in an exchange with Mr Parsons of GO Transit, I asked about the accessibility of GO. Mr Parsons indicated that he was awaiting a policy decision from the ministry, and, of course, I guess an allocation to go along with that decision. He mentioned the interministerial committee and I wonder if the minister could tell us when we might expect to have some policy decision based on the work of that interministerial committee.

Hon Mr Wrye: I cannot give you an answer, in that there has been a lot of work done and the cabinet is currently wrestling with really what I would describe as the next stage to expansion of our services to the disabled. Again, we are in one of those situations where I think all of us sitting around privately would say that as a province we have done fairly well in the last few years. Some might want to say it has not been enough, but the budgets have increased substantially. We are now running a budget of \$55 million?

Ms Jacobsen: It is \$34 million.

Hon Mr Wrye: But there are very substantial increases to the numbers of—I gave a speech in Burlington last week. The number of municipalities which are taking up services for the disabled is now up to 80. We are now moving away from traditional services for the disabled and accepting as those with disabilities the frail elderly. We have begun to move in that direction, but I think we are at a point where the government has to take some substantive decisions as to what the next step forward is. I cannot give you a time line other than the fact that I do not think it will be terribly long.

What is that in exact terms? I have been in cabinet long enough to know you never guess, because cabinet will hold you up otherwise, just to tell you: "Don't guess, Minister. Let cabinet move at its own speed." But there has been a great deal of discussion, Mrs Grier, on this very important issue, not only by the public servants but external groups, and we have sought their input and the matter is now under active consideration by cabinet.

Mrs Grier: There has been lots of input and lots of studies. Can you give me any commitment that—I gather it is now at the cabinet committee on economic and environment policy—that it will not go right back to square one and we start off with more studies? Is it progressing?

Hon Mr Wrye: I am sure it is progressing. I can never give you a commitment again, because having sat around the cabinet table as long as I have, sometimes, and you might agree, it might get to the cabinet table, might not be everything you would want, and the cabinet decides it is not everything that you or we want, and kicks it back to be reworked.

Mrs Grier: The day that happens, I will congratulate you.

Hon Mr Wrye: You will be ecstatic. It probably happened a few times since we have been in government, but the matter is moving forward. It is not, to use GO terminology,

derailed. I will not tell you where it is in the process, but you have good sources, and discussions are moving forward.

Mr Villeneuve: Just a few questions regarding some of the seven major provincial highways that criss-cross the riding I represent—and I have occasion to drive on them often, as well as the county and municipal network. Highway 2, going from Johnstown to Cardinal, I gather: Can you give us any idea as to when construction would commence on that?

Hon Mr Wrye: I am going to ask Mr Kelly to answer a number of these questions. After two and a half months, I know the names of the Highway 400 series, and I know the name of Highway 2, but some of these details—

Mr Kelly: Maybe I am hearing the wrong description of it, but I do not recall any plan on that section of Highway 2. I am having one of my staff look up the information now.

Mr Villeneuve: Definitely plans from the Johnstown bridge, Highway 16 to and through Cardinal. I was just wondering.

Mr Kelly: Okay. Give me a few moments; we will get some information for you.

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Mr D. R. Cooke: That is a heritage highway. You cannot touch that.

Mr Villeneuve: Well, it has not been touched for a while; you are right.

Hon Mr Wrye: Is this a widening or simply an upgrading?

Mr Villeneuve: It is an upgrading; a pretty major upgrading, I gather. When did you think you could be working on it?

Mr Kelly: I am trying to get the information now. I will try to have it in a couple of minutes.

Mr Villeneuve: One thing that was a disappointment: During a couple of election campaigns now, the Premier (Mr Peterson) mentioned about Highway 16 going to Highway 416. I know there is a very badly needed repaving happening now. The land has been acquired for more than 10 years now for the twinning of that route.

Prior to the last election campaign the Premier gave us a date of 1994. Your predecessor had a press conference in Kemptonville a few months ago and told us 1999. It is a major artery into the city of Ottawa; it is a major artery north-south on the west side of the riding I represent. Is this hard and fast or is there a possibility that it could be done sooner?

Hon Mr Wrye: I do not know where you got the 1994 figure. It may have been for a small section of the highway. I have been the minister for only two and a half months, but I have been minister long enough to tell you there is just no way you are going to do a project of the complexity of Highway 416 between now and 1994. I do not care who you are, what government you are and how much money you have; you are just not going to do it.

The time line is now 1999. I will tell you what I said in Ottawa: My instructions to my officials are that if we can find on these projects six months or six days or one year or whatever and shorten the time line, we will. Money is no longer the object.

I drove the route of the new alignment of 416, not the southerly end where we are going from 16 to 416. As you say, we have the land and it is, in relative terms, a simple job compared to the tremendously complex challenge we have in the north end.

We now think we will be done by 1999. That is a firm number. I cannot do any better than that right now. You will want to know, just as an example of the work that is going on, that we expect to spend \$8 to \$10 million on outside consultants alone because the work is so intensive and there are so many other things going on. I am not geared up to have the kind of huge staff one needs to do all of this important highway work going on not only in eastern Ontario but all over the province. So we are going to have to go outside to the private sector in a major way on the Highway 416 project if we are to get it done in the time lines we need.

Mr Kelly: We just received Management Board approval on that section of Highway 416 to hire a major consultant, whom we have on board now and will be doing the work necessary to get us in a position to start construction.

Mr Villeneuve: A couple more: Highways 34, 31 and 43; there is work going on 43 right now with structure replacement. I have had numerous requests as to when they are going to be resurfaced. Those are two major north-south roads and one quite major east-west artery.

Hon Mr Wrye: If we cannot in the next couple of minutes get you an answer, we will get you one very quickly.

Mr Villeneuve: Finally, back to promises, there is a road crossing the city of Ottawa called the Queensway. I believe a couple of the election promises were that it would be done by 1987. The last time I was in Ottawa it was still very much in the throes of construction. When can we

from outside the city of Ottawa and the residents of Ottawa say that the Queensway is finally done?

Hon Mr Wrye: I do not know what the final time line is. I would have to check. I am very surprised to hear that anybody said that the widening of the Queensway would be completed by 1987.

Mr D. R. Cooke: Larry Grossman.

Mr Villeneuve: A fellow by the name of Peterson.

Hon Mr Wrye: It may have been—I am being careful to be nonpartisan here—that it would only be to a certain level. As you know, the easterly growth in the Ottawa-Carleton region is really quite dramatic.

Mr Villeneuve: Very much.

Hon Mr Wrye: There is additional six-laning going on in the eastern reaches that I travelled when I was in Ottawa. As you would want to know as well, we are doing a number of other initiatives in that area. For example, as part of \$31 million of initiatives we are constructing a bypass to so-called Blackburn Hamlet in the southeastern section of Ottawa by Cumberland, I think. I suspect that some of the projects that you suggest are not yet done are indeed new projects which were not referenced in the Premier's or anybody else's promise to get things done by 1987. There is a great deal of work under way and we are trying to meet incredibly quick demand for growth for an area which is, as you will know, the third-fastest-growing region in all of Ontario. Not all of the growth is in Metro; the third-fastest-growing region is Ottawa-Carleton, and a great deal of that growth is out in the eastern reaches.

Mr Villeneuve: Finally, there is a concerned group that wants a bridge to the province of Quebec—and you mentioned Cumberland; you are quite obviously aware of it—a bridge in the easternmost section of the rapidly expanding area of the city of Ottawa. Is there any consideration by your ministry of a joint project, possibly joint with the federal government, to connect the two provinces in that easternmost area?

Hon Mr Wrye: Very quickly, Norm Mealing will have an answer for you.

Mr Mealing: I think there are a couple of projects under way down in that area. There is obviously the concern over the Perley bridge at Hawkesbury. We are working right now with the province of Quebec and the Department of Transport to try to get some sense of what it would cost to replace that bridge. There is also a

large study, I think, headed up by the National Capital Commission on all the bridges within the national capital area. So those things are under way and under study, but I cannot give you a firm indication of when they might be completed.

Mr Villeneuve: I want to be on the record that I am firmly in favour of a bridge to the east of the metropolitan Ottawa area that would decongest that area and provide much more ready access from one province to the other as opposed to

having to go behind Parliament Hill every time you want to cross the river.

Votes 3701 to 3707, inclusive, agreed to.

The Chair: This completes consideration of the estimates of the Ministry of Transportation.

We will meet at 3:30 pm next Tuesday to commence the consideration of the estimates of the Ministry of the Environment for 15 hours.

The committee adjourned at 1757.

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STANDING COMMITTEE ON ESTIMATES¹⁰⁰⁰

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Witnesses:

From the Ministry of Transportation:

Wrye, Hon William, Minister of Transportation (Windsor-Sandwich L)

Mealing, Norm, Executive Director, Provincial Transportation Program

Jacobsen, Pat, Deputy Minister

Porter, Rex, Director, Maintenance Branch, Highway Operations and Maintenance Division

Kelly, Alex, Assistant Deputy Minister, Engineering and Construction

Devooght, Kim, Director, Licensing and Control, Safety and Regulation Division

Johnston, Gerry, Assistant Deputy Minister, Provincial/Municipal Transportation

From GO Transit:

Parsons, Lou, Chairman

Smith, Tom, Managing Director



Ontario

No. D-6

Hansard

Official Report of Debates

Legislative Assembly of Ontario

Standing Committee on Estimates

Estimates, Ministry of the Environment



Second Session, 34th Parliament

Tuesday 31 October 1989

Speaker: Honourable Hugh A. Edighoffer

Clerk of the House: Claude L. DesRosiers

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LEGISLATIVE ASSEMBLY OF ONTARIO

STANDING COMMITTEE ON ESTIMATES

Tuesday 31 October 1989

The committee met at 1530 in committee room 2.

ESTIMATES, MINISTRY OF THE ENVIRONMENT

The Chair: It being 3:30 pm, we will now commence the estimates of the Ministry of the Environment and start with vote 1501. The new rules indicate that we have a statement from the minister for 30 minutes, 30 minutes for the opposition to respond or make its statement, the same for the third party and then the minister has 30 minutes in which to counteract, or whatever, what is said by the two opposition parties. I just want to remind the minister that there is a time limit on this, that it is not like question period in the House. Welcome, Minister, and we will hear your message.

Hon Mr Bradley: It is a pleasure to be here today, particularly with a chairman who has in fact been the Minister of the Environment in the past and would be sympathetic to all the things I am going to say. I know that throughout this he will be very sympathetic in that regard.

I believe that the restoration of the Ontario environment to protect our health, enjoyment and prosperity is one of the most essential services the Ontario government offers today. I am glad to see that the committee members, by selecting the Ministry of the Environment estimates for detailed review, place a similarly high priority on this aspect of government responsibility. I appreciate your interest and I welcome the opportunity to review with you our policies and programs and our progress in implementing them.

This year's approved estimates for the ministry have crossed the \$500-million threshold, a manifestation of our government's commitment to providing environmental service. Our total 1989-90 allocation is \$528.5 million, which represents an increase of \$220 million, or 71.3 per cent, over the previous government's last year in office. I note that the 1984-85 budget low point for the Environment ministry was the culmination of a two-year, 11 per cent reduction in the commitment of resources by the previous administration.

Our government has been focusing more and more effort and resources on environmental

restoration and protection. This year's allocation has been increased by 19.4 per cent from last year's estimates of \$442.5 million, a direct reflection of the continuing high priority the government places on environmental protection and improved environmental services for the people of Ontario.

We are continuing to strengthen those major regulatory and enforcement initiatives and clean-up efforts that we have committed ourselves to in this administration. This year, the budget for the ministry waterways cleanup program, called the municipal-industrial strategy for abatement, has been increased by \$8.3 million; for the comprehensive waste management program by \$8 million; for enforcement by \$1.7 million, and for the development and operation of water and sewage works by \$54 million. Further, we have doubled the environmental security fund to \$20 million.

This year we have added 182 new staff positions for major policy initiatives, bringing our total staff resources to 2,230, to meet the environmental challenges the province faces.

Our municipal-industrial strategy for abatement will dramatically reduce the amount of total loadings being discharged to our waterways. As important, it is Ontario's first systematic, across-the-board water pollution reduction program, replacing a hit-or-miss situation where no one even knew what chemicals, and in what amounts, were being allowed to be discharged to our waterways.

We have committed \$20.9 million this year to the municipal-industrial strategy for abatement, an \$8.3-million increase over the 1988-89 budget of \$12.6 million. We have also allotted an additional staff of 77, bringing MISA's total personnel resources to 244 to maintain our momentum in bringing this program on line.

We are specifying that the best available technology economically achievable be used to set MISA discharge limits. Standards will be periodically toughened as technology improves. The goal of MISA is the virtual elimination of toxic contaminant discharges to our rivers and lakes. We are also requiring best management practices to use the technology to best effect and to minimize the human error that leads all too

often to disruptive and destructive chemical spills.

In this program we have classified Ontario's industry into nine sectors. For each of these industrial sectors, regulations are being developed for all facilities that discharge into our rivers and lakes.

The first set of regulations requires that between 130 and more than 200 pollutants be monitored and measured to ministry specifications. All of these monitoring regulations have now been released for public review. Six have been promulgated into law and the remaining three will be law by the end of this year.

The second set, abatement regulations, will require reductions of contaminants found by the monitoring program down to the levels attainable by the best available technology economically achievable. As I noted earlier, these limits will be periodically reviewed and lowered to take advantage of technological advances to reduce toxic discharges even further. We are headed to the virtual elimination of this pollution in Ontario.

A similar process is being followed to impose monitoring and abatement on thousands of other industries whose discharges are indirect, by way of municipal sewer systems. We will be announcing shortly the names of six municipalities that will begin pilot sewer use control programs to pioneer this aspect of MISA.

MISA focuses top priority on the persistent toxic substances in effluent, and we expect it to result in dramatic reductions in the amount of pollution entering our waterways. If we look at the kraft mills in our pulp and paper industry, for example, we see them discharging the most toxic effluents, the chlorinated organics, at a rate of more than 80 tonnes a day. I expect that interim requirements now being implemented through control orders will reduce this flow by 15 tonnes per day by the end of next year. This will set the stage for much tougher MISA abatement requirements scheduled to be in place in 1991.

Another significant service area for the ministry is the comprehensive waste management program. Last year's commitment of \$24.1 million has grown by \$8 million to this year's level of \$32.1 million. These resources fund waste management efforts ranging from assistance in upgrading or closing existing sites, through waste management master planning, to the 3Rs, reduction, recycling and recovery, including blue box projects and industrial 3R projects.

The money the government sets aside for municipal recycling has swelled from less than \$1 million in 1985 to \$11 million this year. Through Ontario Multi-Material Recycling Inc., the soft drink industry has already invested more than half the \$20 million it is pledged to provide for recycling between 1987 and 1991.

These investments in Ontario recycling are starting to make a dent in the 3.7 million tonnes of residential waste that are buried or burned every year. Those 3.7 million tonnes of garbage and the five million tonnes of solid waste disposed of by commerce and industry tie up more than 1,300 active landfill sites in the province and cost municipalities \$300 million a year. More than 300 of these Ontario municipalities have taken advantage of the financial aid available from the ministry and Ontario Multi-Material Recycling Inc and are either recycling or about to begin. With 1.6 million households served by the blue box, Ontario's program is the largest of its kind in North America and has recently been given an award by the United Nations environment program.

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Ontario households are now recycling at a rate of 250,000 tonnes of newspaper, glass containers, steel and aluminum cans and plastic containers, an amount which is growing every month as new communities join the effort. That stream of recycled resources is going to continue to grow. The government has set a challenging set of objectives—25 per cent diversion of waste from disposal or destruction by combustion by 1992 and a full 50 per cent by the year 2000. The government has estimated its share of the costs at \$225 million to see that those objectives are met.

To date our progress has been obtained through co-operation and a voluntary resource allocation by product and packaging manufacturers in the soft drink industry. If a wider industrial spectrum does not muster further co-operation, the government will bring in regulations and taxes on packaging and waste generation that will result in achieving our goals for waste reduction and recycling.

There are two aspects of a recycling program. The first task is to filter the waste stream to obtain a secure supply of recycled resources. The second is to develop the markets for using the recycled resources.

In the past, demand was greater, the supply the limiting factor. In the last several years, the supply has been greatly expanded and made secure by hundreds of successful, voluntary

municipal recycling projects. The challenge is to match demand with the ballooning supply.

We intend to see that further recycling developments grow in concert with strong market developments. Everyone who makes or distributes a product must take responsibility for that product and its impact on the environment. The people of this province are coming to expect this of businesses which operate here.

I know some people in industry and business are prepared to seize the economic advantages of energy- and resource-efficient production. Others may require regulations. If need be, these will be coming from governments setting out recycling requirements, environmental taxes, recycled content and packaging standards. This is a simple expression of the principle of environmental accountability—the polluter pays.

Our attention to enforcement, adding a further 23 staff and \$1.7 million this year, ensures that the polluter pays in other ways. Since 1987-88, we have added a total of 74 enforcement staff, and these strengthened resources have proven effective.

Environmental prosecution and conviction levels have greatly increased. In 1984-85, 454 charges were laid in 54 environmental cases, while in 1988-89 we laid 1,568 charges in 244 cases. Similarly, convictions increased over the term. The ministry obtain 57 convictions in 1984-85 and 176 convictions last year.

In the ministry's programs, the punitive is balanced by the supportive. We are encouraging the search for new and better solutions.

In terms of water pollution control, I cannot fail to point out the traditional role of this ministry in funding, providing and, in some areas, even operating water provision and sewage treatment services. At \$196.5 million, a \$41.3-million increase over last year's water and sewage capital works budget, these services represent a major share of our financial resources.

This year we are allocating \$90 million to our regular program of upfront grants to municipalities, which is supporting about 844 water and sewage projects in various stages of construction. We have maintained a level of \$42 million for improving beaches water quality and for rehabilitation of ageing municipal infrastructure.

Last year's allocation of \$42.7 million for provincial projects has increased to \$64.5 million this year to support major expansions under way at the Duffin Creek sewage treatment plant, the South Peel facilities, the Union water system and the Lake Huron system.

In addition to these funding and capital works programs, the ministry operates 123 water treatment plants and 248 sewage treatment works, an increase of 18 water and 12 sewage treatment plants over the last year. These additional plants, and an extra 52 new staff, will maintain quality service for a growing population and also provide resources for better quality control over operation to ensure the best possible service for the public.

We have also invested substantially in our environmental security account, where funding was doubled this year to \$20 million. This money is being applied to major environmental restorations, including the two Toronto lead soil cleanups, Pickering soil replacement, coal tar site studies and cleanups and the Smithville PCB cleanup. The account allows us to take prompt action. We have used this account and other emergency resources to take direct, hands-on action to eradicate historical contamination in communities across Ontario.

On 5 April 1989, the Ministry of the Environment issued a director's order for decommissioning the former Toronto Refiners and Smelters Ltd site located at 28 Bathurst Street in Toronto as a final act to resolve a decades-old pollution issue. Soil replacement has decontaminated 145 properties since 3 October 1988. Last month, residents were able to celebrate the completion of the lead pollution cleanup around their homes.

In another downtown Toronto neighbourhood, around the Canada Metal Co plant in South Riverdale, soil replacement has been completed on 974 residential properties. To complete the project, soil replacement work on public boulevards will soon be under way.

We are working in Mississauga to ensure the replacement of lead-contaminated soil on residential properties near the Tonolli smelter and the former Exide plant. We are negotiating cost-sharing agreements with the region of Peel, the city of Mississauga and the industries.

Ninety-seven residential properties sampled in this area south of Queensway Avenue have some soil with lead levels greater than 500 parts per million, which is the ministry's guideline for soil replacement on residential properties near lead smelters.

In Fort Erie in 1987, our district staff investigated the possibility of soil contamination from air or water discharges from GNB Batteries plant in 1987 and found lead contamination as high as 24,000 parts per million along a drainage ditch which passed through a school playground and a public park. The company was prompt in

cleaning up the problem. The removal is now virtually complete and the affected land restored to a healthy state. One isolated area, identified in ministry resampling, is getting the final cleanup touches.

Not far away, Niagara Falls residents are finally free from the worry about a coal tar and naphtha blob in Chippawa Creek. The 1987 cleanup of contamination from the creek bed was followed by identification and excavation of onshore contamination. The last of the toxic soil was removed and the site restored last spring.

We are making progress in the Niagara area cleaning up those Ontario sources which contribute to the serious pollution problems we face in the Niagara River. Earlier this month, I was able to report to a public meeting of the International Joint Commission on the work there.

Municipal and industrial contaminant discharges to the Niagara River from Ontario sources have been reduced by 80 per cent from 1981 levels. Since the Niagara River Toxics Committee report in 1984, we have reduced toxic discharges from Atlas Steels by as much as 90 per cent, eliminated contamination from the Fort Erie landfill, and a \$10-million upgrade to the city's sewage treatment plant will be in full operation next year. The Niagara Falls, Ontario, sewage treatment plant, expanded and upgraded in 1985, is now fully operational.

We are working along the other rivers that connect the Great Lakes. Heavy industrial development on the Ontario side makes us sensitive to the need to control pollution discharges to the St Clair River which affect downstream rivers and lakes. The discovery of a contaminated tarry sludge in the St Clair in 1984 and 1985 and a solvent spill from Dow Chemical in 1985 raised our concern about pollution from Chemical Valley. In addition to continuing pollution control programs, these industries have been required to submit spill prevention reports and plans and work with ministry staff on training programs to reduce human error in their operations. Some 45 charges have been laid and 22 incidents are under investigation by district office staff.

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In the St Mary's River too we are at work, with a range of contaminants from Algoma Steel reduced by from 40 to 90 per cent. We expect to cut them by a further one third to one half over the next year.

In addition to these site-specific cleanups, we have used our legislative authority to take firm

action province-wide against toxic or environmentally hazardous pollutants.

A ban on road dust suppression using waste oil has been implemented in Ontario. As you probably know, the waste oil used for this purpose can contain significant concentrations of PCBs and other dangerous compounds. Serious incidents of environmental damage have occurred here and elsewhere in the past due to the spreading of contaminated waste oil on roads. This material was in widespread use, especially in rural food land areas like Niagara. In 1987 alone, some 38 million litres of waste oil were spread on Ontario's side roads.

A third ban, aimed at improving urban air quality, went into effect 31 May 1989. I served notice a year earlier that the 1,200 apartment incinerators then still operating in the province would have to go. These were the last holdouts from an earlier, dirtier age. Smoke, odours, fly ash and soiled property were the least of their problems. We had strong cause to believe that they were also sources of dioxin and furan emissions. Every year these incinerators were pouring out pollution and annoyance to their neighbours. No longer. New York City has been consulting with ministry staff with regard to its proposal to institute a similar ban in its apartment incinerators.

On 16 February 1989, our government addressed one of the most urgent concerns shared by the people of Ontario and by people all over the world, the destruction of the Earth's ozone layer. That day we announced a bill to phase out use of ozone-depleting substances within our boundaries. The destructive chemicals identified were certain chlorofluorocarbons, or CFCs, and Halons.

Our protective ozone layer is shrinking by an estimated one to three per cent annually. It takes only a three per cent loss to cause an estimated 2,000 more skin cancer victims in Canada each year.

The CFC law empowers the province to ban categories of uses of ozone-depleting substances, require that ozone-depleting substances be recycled and require that they be destroyed when taken out of service once a safe method has been perfected.

I also announced prohibitions on CFCs used as propellants in aerosol sprays and CFCs used as blowing agents in the manufacture of foam packaging material. I expect to be announcing more categories of banned uses in the new year.

This summer, another regulation for cleaner air required all Ontario refineries to deliver

summer grade gasoline with volatile organic compounds reduced from the 11.5 pounds per square inch to 10.5 pounds per square inch.

In summer, these evaporated compounds react with nitrogen oxides to produce ground-level ozone, a major component of summer smog. Ground-level ozone buildup, in addition to causing tens of millions of dollars a year in damage to Ontario crops, can attack human lungs, impairing breathing for people with lung problems and decreasing athletic performance.

This low-smog gas formulation reduced gasoline evaporation from automobile gas tanks and service station pumps in Ontario by an estimated 15 per cent and cut Ontario-generated summer smog formation by 8 to 10 per cent, both locally and for hundreds of kilometres downwind.

In addition, our urban air quality can be improved by toughening up emission standards for vehicles. The proposed California 1994 emission standards for cars and light-duty trucks will be the toughest emission standards in North America. I would guess that may even be in the world. Implementing these standards in this country would bring about a significant reduction in nitrogen oxide and hydrocarbon emissions from our vehicles.

At the urging of Quebec Minister of the Environment Pierre Paradis and myself at the Canadian Council of Ministers of the Environment two weeks ago, the federal minister has pledged to serve notice to the automobile manufacturers by 19 November 1989 that these standards will apply in Canada for the 1994 model year.

I might add here as well that that was also called for by the provincial premiers, who met previously in Quebec City. As one of the major items in their communiqué, they offered the suggestion and the urging of the federal government to implement the proposed new California standards for automobile emissions.

All of these environmental initiatives are rooted in knowledge and understanding of contaminants, of their impact, of the paths they follow through the environment and of the technologies available to deal with them. Acquiring this knowledge requires money. Just a few weeks ago, I announced grants and contracts totalling \$2,205,313 for 51 environmental research projects. These include three projects investigating the health implications of air and water pollution; a study on the long-term effects of sulphur dioxide and aerosols on children with asthma; a study using rainbow trout to evaluate the ability of certain industrial effluents to cause

cancer; and a study of particulate samples in Hamilton, with the objective of determining which contaminants, when breathed, can cause genes to mutate.

Apart from this continuing research funding, \$2 million has been set aside to establish a new applied environmental technology fund. This will be used to support technology development, including cost-effective analytical, monitoring and abatement processes to meet Ontario's tough new environmental legislation.

We have also assumed, through staff and operating cost allocations, a support role in a key government initiative, the Ontario Round Table on Environment and Economy. The round table's mandate is to foster and promote sustainable development in Ontario.

While there are many other initiatives and challenges in the ministry's agenda this year, I have attempted to provide some highlights for you. I look forward to your questions and ideas as we proceed with the committee's review, as I believe that the consideration of the spending estimates of any ministry, and certainly of the Ministry of the Environment, does allow for that opportunity.

You may be surprised to think that I believe that not all of the wisdom resides in the government when it comes to addressing environmental problems in the province and that many of the ideas we have accumulated in our ministry and implemented as a government have in fact been ideas which have come from elsewhere. Whether it is from environmental groups, whether it is from people in industry, whether it is from individual citizens or indeed from members of the Legislature on both sides of the House, certainly I, as a minister, have found it beneficial to listen, even though sometimes you may not have the impression that your ideas are being translated into action. I have listened with interest to the recommendations you make, as members of this committee and as members of the Legislature, with a view to implementing those which can benefit the environment.

I should also report to you very briefly in my opening remarks that I was pleased with this year's Environment ministers' meeting which took place in Prince Edward Island. I must say to you that I am not always pleased with the progress which is made at what we used to call CCREM, the Canadian Council of Resource and Environment Ministers—the resource ministers are no longer involved in that organization—but I thought this year we saw more productive activity taking place at the meeting and coming

out of the meeting than I have since I began as Minister of the Environment in 1985. I think there seemed to be a determination on the part of all ministers to move forward on environmental issues, I think with the knowledge that the public supports very strongly and in fact demands, justifiably, strong action by Environment ministers across Canada.

I cannot emphasize too much, Mr Chairman, as you will recall from your days as the Minister of the Environment, how important it is to have other jurisdictions following in lockstep with Ontario and with Canada, if we are talking country to country, to ensure that we do not simply import environmental problems from other countries in terms of long-range contaminants which fall on our waterways and on our soils and are inhaled here in Ontario. We also have an obligation, as citizens of Ontario and as a government of Ontario, to ensure that we clean up our own backyard, and in my view, that is what the responsibility and role of the Ministry of the Environment is.

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As I say, I look forward to your questions. I hope that you will take advantage of the opportunity to direct questions, and I will as well, to members of senior staff, led by the deputy minister, Gary Posen, who is sitting beside me, who can answer the questions you may have for us in more detail and perhaps on a more scientific and technical basis.

Thank you very much for your interest and I look forward to hearing the remarks and official leadoff statements of both the opposition critics and then all members of the committee.

The Chair: Thank you. You have a minute left.

Hon Mr Bradley: I am not one who likes to take up all the time. In other words, I did not know I had a minute left.

Mrs Grier: The minister just spoiled my opening comment, because I was going to say that perhaps the best thing about the statement today has been that the minister did not feel he had to run the clock out and I hoped that was going to set the tone for our discussions for the next 15 hours. That will give us an opportunity to question in detail many of the initiatives the minister has boasted about today and I hope to come down to some specifics on future initiatives, on which there is perhaps less emphasis in the statement we have just heard.

I now have participated in the estimates process twice before, I think—this is my third

attempt—and have found it a somewhat frustrating and not particularly satisfactory experience, so I approach this one in the light of the new standing committee on estimates and the new basis for examining the fiscal policy of ministries as opposed to merely policy areas. In attempting to do that, I was disappointed to find that there was not a great deal of meat in the estimates book that I have been given in order to enable me to concentrate on the fiscal aspect rather than go on a more general policy basis.

As an example, I am glad to hear in the minister's statement today that there is \$20 million being spent on the municipal-industrial strategy for abatement. When I attempted to ascertain that from the estimates book, I found nine different mentions of MISA in nine different appropriations and was not sure where else expenditures on that program might show up that were not apparent to the untutored eye.

Hon Mr Bradley: I am always happy to be helpful.

Mrs Grier: I hope that we perhaps could have similar figures for the clean air program, the program on air pollution, on which there has not been a great deal of emphasis in the minister's statement, and the remedial action program. I cite those just as examples of programs in which I am particularly interested and on which it was not possible to get a great deal of information from the estimates book.

The minister talks about increases in spending for his ministry, and I regret that he still feels it necessary to go back to 1984-85, which was not a gala year for the environment. I would think that since he has been in office now for four years, it is entirely legitimate to compare this minister's performance this year to his performance last year or the performance of the government as a whole, rather than exhume the previous ministers, excluding the chair, of course.

When I look at the overall figures of spending on the environment, I find that the picture is not quite as rosy as the minister would have us believe. In 1988-89, Ministry of the Environment spending, as a percentage of budget appropriations, was only 1.2 per cent. In 1989-90, that figure has risen to 1.3 per cent. When you look at the actuals, you find from the public accounts figures that spending by the Ministry of the Environment in 1987-88 was 1.16 per cent of the government's total; in 1988-89 it dropped to 1.13 per cent.

I cite those figures as evidence, I think, that emphasis on the environment and the money that the minister says in his statement is an indicator

of commitment and an opportunity for new initiatives, not a great deal of money is being appropriated by this government to this ministry, despite the rhetoric and the claims that are made for environmental commitment.

In my comments I want initially to address a couple of specific aspects of environmental problems that are not new to members of this committee or to members of the Legislature. Perhaps I can start with water and then talk about air and then talk about land.

It is always hard to group environmental concerns. Obviously, if I am going to start with water, I have to pay some attention to MISA, MISA being the cornerstone of the minister's policies, the one most often referred to, the excuse given for lack of action on a number of different fronts, the thing trotted out whenever anyone questions why we have not cleaned up the beaches or cleaned up the Great Lakes.

MISA, the minister will remember, was first announced in 1986, with a promise that the compliance regulations would be in place in June 1989. We now have, last month, a very proud announcement—there seems to be no shame in the communications section of that ministry—that the final monitoring regulation has finally been released.

I was stunned to discover that one of my own staff, having read a story based on that, therefore assumed that that was the final MISA regulation, not merely the final monitoring regulation. I suspect that same impression might inadvertently have been left with many other people across the province. There might well be a feeling out there that MISA has now been completed.

The facts, of course, are that MISA is at least three years behind schedule. Last year during estimates the minister said the final monitoring regulation might be in place by October 1989. Now we are looking at 1992.

What is happening in the interim? Largely, business as usual for the industrial sectors. We have not had the report on industrial discharges yet. Last year the minister tabled that during the estimates discussion, and perhaps he will give us this year's report during these discussions. Maybe if it has come out I have missed it, but I would be interested in knowing what that shows. Has the development of the monitoring regulations caused industries to clean up their discharges? I hope we can get those answers as time goes on.

In the minister's statement he places great emphasis on MISA as being best-available technology economically achievable, but for the

first time indicates that the goal of MISA is the virtual elimination of toxic contaminant discharges to our rivers and lakes, to which I can only say hallelujah. It is the first time that has been specified as a goal of MISA.

If that is the goal, then I hope that before these discussions are over we will have from the minister a timetable and a process towards reaching that goal, because as now promulgated, MISA does not take us to zero discharge. The minister knows that very well.

What MISA takes us to is a series of standards for emissions without a great deal of analysis of the water quality impact, which was the second prong of MISA when it was announced in 1986. There were to be two criteria for MISA: best-available technology economically achievable and water quality impacts. The more stringent of the two would apply.

I hope that we can learn in the course of these discussions whether the monitoring regulations and the final compliance regulations will be based on best-available technology economically achievable or water quality impacts and what the timing might be to move towards what we now know is the goal of MISA, zero discharge.

I appreciate hearing from the minister the number of staff that he has allocated to MISA. I would like to have some discussion as to whether that is in fact sufficient. My understanding is that the minister has asked Management Board for considerably more staff than the 182 new staff that he indicated he has. How many are allocated to MISA and how many do you need to meet the target dates that you are now setting, and if you had had more staff, could you have perhaps met the original targets? My understanding certainly is that a great deal of the ministry's efforts, energy and resources are being put into MISA at, I suspect, the expense of CAP and many other programs that we would certainly like to see proceed apace.

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Environmental groups just this year reminded us all of the Great Lakes water quality agreement, signed in 1978, where the goal of virtual elimination of toxic contaminants and discharges was first enunciated. Pollution Probe, in its poll of citizens around the Great Lakes, found great support for proceeding to that zero discharge by the year 2000. If MISA is in place by the year 1992, and if it has taken six years to get to that point, when are we going to get to zero discharge and will we meet the year 2000?

I have the same concerns about the timing when we look at the remedial action program, a

program specified by the International Joint Commission as necessary if we are, in fact, to clean up the toxic hot spots around the Great Lakes, a program where the remedial action plans were to have been in place by 1986. Last year during estimates discussions, the minister said that nine of the 17 remedial action plans in Ontario were to have completed stage-1 reports by March 1989. As best as I can determine, only one of them, Port Hope, completed its stage 1 draft report by January 1989, and most of the others have not yet got to that stage.

Could we perhaps have a table that shows us the status of all of the 17 RAPs and the anticipated completion date? It seems to me that if we cannot even get on with cleaning up the messes that we know exist, we are in a sorry state as we continue to create new messes by many of the actions that we take. I refer, of course, to the issue of lake filling, and I hope that we might also have tabled during these discussions the interim lake filling guidelines that have been promised for the middle of 1989.

I would like to have some more specific comments from the minister on the recommendations of the Crombie commission. I certainly appreciated the support for those recommendations that I heard from the minister and the Premier (Mr Peterson) a couple of weeks ago, but one of the recommendations that was not mentioned was the call by Mr Crombie for a moratorium on lake filling. Also, of course, in that announcement, there was no reference made to the remedial action plans.

In my own constituency, the minister is aware of my concern that instead of an environmental assessment of potential lake filling and massive development on the waterfront, we have something called an environmental management master plan. It has been difficult to ascertain precisely what the status of those kinds of plans are. There seems to be no statutory basis for such an entity, and I would hope that the minister could perhaps describe to us what he means by such plans and the procedures for evaluation of such plans if they are going to be required of other municipalities.

My municipality, the city of Etobicoke, has now been requested to produce two of them. What happens when they have been produced and what the process will be by which there can be some public comment and some evaluation of those plans would be very helpful to know.

I cannot, of course, leave the question of water without touching on the issue of drinking water. We are still dealing with guidelines in this

province, guidelines for a number of parameters, not for all of the contaminants found in our treated drinking water; and we are still missing a safe drinking water act, something long promised by this government when in opposition but not yet seen. There has been no mention for quite some time of a pilot project that was going to be looking at new methods of treating drinking water. Perhaps the minister, in his response, could bring us up to date on that.

The fact remains that there has been no action to safeguard our drinking water. There has been no assurance given to the public that in fact our drinking water is any safer now than it was five or six years ago when this government took office, if you want to have a cutoff date, and more and more people are drinking bottled water. We are having, in fact, a debate in private members' hour on Thursday, spurred by the member for Mississauga South (Mrs Marland), around the question of bottled water.

I find it unfortunate that I am so constantly asked, "Do you drink tap water or do you drink bottled water?" I drink tap water, and I regard not doing that as letting you off the hook, quite frankly. Those people who can afford it will then begin to buy bottled water, and those people who cannot afford it will be stuck with tap water. I am not sure that is good enough at this point.

Hon Mr Bradley: I drink tap water too.

Mrs Grier: I am glad.

Mr Adams: And you both look good.

Mrs Grier: It is like drinking water; it may look good, but there may be all sorts of things in it that we do not know about. I sometimes suspect that is true of humans, as well.

Let me talk a little bit about CAP and ask the minister if he can fill us in on a timetable for completion of CAP. Let me remind him of his initiative, started by the previous government in 1983. We had a discussion paper in 1985. We had a green paper in 1987. A year ago, the minister told me we would have a draft regulation by spring 1989, a review by the summer of 1989, a revised draft to council by early 1990 and a revised regulation by the spring of 1990. Maybe we could have an update on that, because my suspicion is that CAP is bogged down in the recesses of the ministry and that it is going to be quite some time before we have a revised regulation.

This is serious, because in a number of other contexts, when you ask about air pollution and air regulations, a lot of credence is put on CAP. In the select committee looking at acid rain and the Countdown Acid Rain program, we were told

that control of small sources, of course, would rely on CAP. If CAP is long overdue and not proceeding apace, when do we get to control the small sources? We are going to have controlled, under Countdown Acid Rain, the major polluters by 1994; what about all the others?

And what about post-1994? Is there planning beyond Countdown Acid Rain? What preparation has been made to bring the major polluters below the limits that they are going to be reaching in 1994? Those limits were set on the assumption that our environment could absorb 20 kilograms per hectare per year of SO₂. That limit has now been greatly reduced in some jurisdictions, some states in the United States looking at going down as low as five kilograms per hectare per year, and some even implementing 11.

Do we know, in all of these regulations, whether it be CAP, MISA or Countdown Acid Rain, what the target is from the point of view of human health and what we can absorb and what we can cope with without increasing the rate of degradation of our environment? I do not find in any of this that kind of analysis and those kinds of targets being established.

The minister has talked about the vehicle emissions program and the fact that by the 1994 model year there will be new initiatives and cutbacks, but it takes seven years to replace most of the cars on the road. So from 1994, it will be seven years after that before every car is designed to meet those new targets.

I drew attention in last year's discussion to the vehicle emissions program of the ministry. For the minister's information, the budget of that section did not change between 1987 and 1988. It remained at \$382,000. The staff remained at seven. The number of cars tested declined. In 1988-89, they managed to test 665 cars in the province of Ontario; 443 of them failed the test. The total fine was \$6,000—not a very good control program on existing automobiles. Is the ministry in fact geared up, planning and prepared to cope with new initiatives in 1994? What is it going to do about all the old wrecks on the roads before then and after then?

When you think about land, of course, you think about garbage, a subject that I am sure we will talk about in more detail than I might perhaps want to. We did not hear much from the minister in his statement today about how he plans to reach the target of the 50 per cent reduction in what is going to landfills by the year 2000. Is there a plan? Is there a policy to reach that target? Is the staff going to be in place? How much is being spent on waste reduction?

1620

The minister announced in June 1987 that there was a municipal reduction, reuse, recycling and recovery program, which he said "helps municipalities, the private sector or others with projects designed to reduce or reuse municipal wastes."

How much has been done under that program? Is that program looking at packaging? What are the plans, what are the targets and when do we get some hard information on that? I know the blue box program has been very successful. It has given people an opportunity to do something. It has made them feel they are players in protecting the environment, but its total reallocation of garbage—because it is not a reduction—is very minimal.

If we are going to be getting into OMMRI 2, are we going to be in fact recycling more than we now are under OMMRI 1 and the blue boxes? What is going to happen to the whole issue of soft drink containers? Are we going to be having, in response to the resolutions that I see a number of municipal councils are now passing and a resolution that I have from the township of Amherst Island asking for deposits on nonreturnable drink containers—is that going to be part of OMMRI 2, or is the minister going to concede to the complaints of the soft drink industry? Why should they be regulated when nobody else is? I hope we can have some specifics on that.

Municipalities are not only passing resolutions asking for deposits on nonreturnable containers; municipalities are articulating some of the things we have been saying about the deficiencies of the master plan process for waste management.

I was interested to get from the Essex-Windsor Waste Management Committee the minutes of a meeting where it had hosted 20 local waste management committees, all of them complaining about the master plan process. As one of them said, the process was not what it appeared, because it was overcontrolled by the rules of the environmental assessment process. Does the minister agree? I would not agree with that statement, but if that is what the municipalities are saying, how is the minister going to set them right and obviate that concern?

Second, they said the master plan funding from the Ministry of the Environment was inadequate; ministry representation was inadequate; there was no direction, no advice, no concern and no accountability of staff. Study budgets were escalating at every turn of the process. More generic research was needed on the appropriateness of alternative methods to

landfilling. A system was needed to enable a regular exchange of information among municipalities involved in the master plan process.

A representative from another county said that his problems with the ministry were minimal, but his biggest problem with the master plan process was the irresponsible behaviour of municipal politicians, and the ministry should have some more answers.

These are municipal representatives who have been going through this process for a very long time, who have all come together to say: "The process is not working. We all have concerns. Can we have from the minister some elucidation of what he intends to do to address those concerns?"

While they are concerned with the EA process, the minister has not mentioned his attitude to the EA process or to the EA program improvement project known as EAPIP. By now, I suppose we have all read document X, released by the Treasurer (Mr R. F. Nixon)—or released by somebody and inaugurated by the Treasurer—which shows quite clearly that the environment, while it may be a commitment to the Ministry of the Environment, is not a commitment to the Treasury or the Ministry of Municipal Affairs.

For those who have not read it, in this document one of the key sentences to me was the statement, "The province has a leadership role to play to articulate clearly provincial interests, including health, safety and construction standards." The owner of the document that was leaked had written in in pen "environment," but the drafters of the document had not thought to include the environment. They had not even included the Ministry of the Environment in the discussions.

What does that represent? What does that tell us? What is the minister's response to the sections of the document that call for virtual elimination of the environmental assessment process and a recommendation that the definition of the environment be narrowed to the physical, natural environment? Does the minister agree with that? If he does not, what has he done about it? How can he reassure us that this is not going to reflect government policy at some point?

The minister talks about—I have forgotten what it is called, but I call it a superfund—an environmental security fund and gives us some details about expenditures from that fund. I hope the minister can attach a dollar figure to all of the items that he has listed as being spent under that fund. It appears to me that the total might well come beyond the \$20 million that the minister

has at his disposal. Does the minister think that the amount is adequate, and if not, what are his plans to increase that amount?

The south Riverdale lead soil cleanup alone cost \$80 million; the Smithville PCB costs are now over \$20 million, which is the total of the fund; the Ottawa Lees Avenue coal tar cleanup was expected to cost \$12 million last time I asked. Were all of the things enumerated here covered under the superfund, and if not, how much more money is needed to make that truly a superfund?

Given that when the superfund was announced—and I was there when the Premier described it at a dinner in October 1986—the Premier indicated that the participation of the federal government was critical in order to draw on broader and more effective powers to raise specific taxes now that the present federal Minister of the Environment is obviously not prepared to put a national tax on chemical industries or to raise funds for a national superfund in that way, where does that leave the provincial initiative and what does the minister intend to do about it?

Time, I know, is running out, and I am in danger of talking as long as the minister does, and I would hate to be accused of that, but let me remind the minister of his long-standing commitment to an environmental bill of rights, an issue that is of great concern to environmental groups and, as the minister knows, to me; a bill of rights which would empower people to assist the minister. Perhaps he would not need as many staff if he gave all of the citizens of this province the right to take polluters to court to protect their own environment.

We had very little discussion in the minister's statement about the Ontario Round Table on Environment and Economy. What is it doing? Where is it? When may we expect to hear something of it?

The Niagara Escarpment and protection of it: There was not much from this minister about that, but I think perhaps he will say—I am sure—that it is not his responsibility. I mention it merely because I think it is important for a Minister of the Environment to take a broad view about environmental issues and to perhaps be prepared to comment on lack of commitment to the environment by ministries that have environmental issues within their jurisdiction, whether it be the Niagara Escarpment or the disappearance of our farm land.

We have to get into pollution prevention, not merely the kind of pollution control that has been outlined in the minister's statement today, and if

we are truly to prevent pollution, it takes more than the Ministry of the Environment. It takes the commitment of all ministries, it takes the commitment of an entire government and, as the minister has said, it takes money. If the minister cannot get more money from the Treasurer, perhaps he can tell this estimates committee which sections of his estimates we should not approve, or go back to the Treasurer and ask for more money, or tell us how he would like us to proceed. I can assure him certainly of the support of the official opposition, and I am sure of members of his own caucus, in seeking to really prevent pollution, not merely have a series of patchwork attempts to control it.

The Vice-Chair: Thank you very much, Mrs Grier. You still had two minutes. I was speaking with the critic of the Progressive Conservative Party, and she has to be gone for a little longer. The minister has agreed to reply to Mrs Grier's initial opening statement. I think we will proceed to that, and possibly at that time Mrs Marland will be back and we can proceed with the statement from the Progressive Conservative Party.

Hon Mr Bradley: I welcome the suggestions and the constructive criticism of the critic from the New Democratic Party and will attempt in a general way to address some of the concerns that she has mentioned. As we get into the estimates in more detail later on, she will be able to question individual members of the staff of the Ministry of the Environment on these matters.

1630

First of all, I think that few would quarrel with my contention that there has been a dramatic increase in expenditures on the part of the Ministry of the Environment, but I suppose we cannot make a judgement on environmental effectiveness only on the expenditures within the Ministry of the Environment on environmental concerns. What my colleagues would tell you if you could have each one of them before the committee, my colleagues in the cabinet, is that all of their ministries are now, whether they like it or not—and I am sure that they support our programs enthusiastically—really in a position of having to spend money meeting environmental obligations that are placed on those ministries by the Ministry of the Environment and meeting the overall objective of the government, which is to be environmentally sensitive.

So when you look at the Ministry of Natural Resources, the amount of money it has to now devote to environmentally related activities, or the Ministry of Agriculture and Food, which is

working in combination with us, for instance, in a program designed to reduce pesticides by, I think, a half over the 15-year period in our Food Systems 2002 program, if we look at virtually any ministry we find out that its expenditures in meeting environmental obligations, even under the Environmental Assessment Act, are quite substantial.

I would guess that if you looked at all the ministries, they would be greater than the Ministry of the Environment. This is, I think, what we have to have. This is what, in your final remarks, you made reference to, that other ministries have to be environmentally sensitive and have to be prepared to do their part to meet our environmental obligations as a government, and that is indeed what we are doing at the present time.

Mr McGugan: How about the private sector costs?

Hon Mr Bradley: These would be considerable as well. If I listen to the people in the private sector who are not entirely happy with what we are imposing upon them as a government, I see very large figures. I see some voluntary efforts, and I welcome those, on the part of industry, which is prepared to make some major modification to its processes or add pollution abatement equipment which is in fact costing it millions upon millions of dollars. I am criticized for not constantly patting people on the back for those purposes. I am happy about it, but I consider that to be a price of doing business in the province of Ontario. That is the way it has to be here, and I think increasingly that is the way it is going to be in other jurisdictions.

You dwelt on the the MISA program, and certainly it is fundamental to the changes that we want to make in the province of Ontario. What we have found is that there are two ways of doing things. I guess one can say this almost about anything, but you can do it right or you can do it quickly. I would love to do it both ways. We have a dedicated staff. When I say "dedicated," dedicated in both senses; that the people are dedicated to doing the job and, second, that the people are dedicated to that specific purpose in terms of their job descriptions of meeting the environmental obligations under the MISA program.

I have found very valuable, but time-consuming, the advisory committees I have. I have technical advisory committees and the Municipal-Industrial Strategy for Abatement Advisory Committee which, if you look at the makeup of that committee, would be almost a

who's who of people with environmental concerns in the province of Ontario who finally evaluate the program which comes forward or the proposals which come forward from the technical advisory committee and pass judgement and pass that judgement along to me. All of this requires some detailed analysis to see that it is going to work right.

In fact, what we have found is that some of the problems are corrected in the pre-MISA monitoring process. I guess I would put it that way. One example was Shell in Sarnia found dioxin in one of its processes. They would not have dreamed that they were going to find dioxin anywhere, but in one of the processes they used, which will be described later on in a technical and scientific sense, they actually found some dioxin and immediately set to avoiding that by making a process change.

So that was one of the benefits that perhaps I cannot trumpet across the province in terms of the MISA program, but they are there, the quiet things that are happening out there in terms of improving performance. As well, it is forcing companies, obviously, to look at their management, the way they manage their waste, the way they manage their processes. And with the penalties that we have, which you as the critic in the opposition assisted to bring into process in a minority Parliament, they have made many people think twice about what they used to do, particularly when they know who can be responsible in the company, the kinds of penalties that are now available and the fact that we have an investigation and enforcement branch which is frankly second to none anywhere in Canada.

Again, others are coming to see what we are doing. We always want to improve. I do not like sitting here saying we are the best in the world and everything. We are not. We do, I think, a good job, but we want to strive to be even better.

So with that, with control orders which come up for renewal from time to time, we are always working to improve upon the performance of a company within the confines of a control order and so we will see that happening again in various places across Ontario.

The virtual elimination of persistent toxic substances has always been part of the MISA program. It was in the first discussion paper that we put out on the MISA program and it has always been the goal that we have had in the MISA program. In addition to that, as I mentioned, we will have periodic reviews of BAT-EA, best available technology economical-

ly achievable, to get to virtual elimination. Let me specify: We do not just sit there at one year and then say, "That's fine for the next century." We think there should be a dynamic change taking place in that. We have a total, by the way, of 268 positions devoted to MISA at this time.

Another thing I want to mention, because you mentioned something very interesting—and it is a matter of debate, I will tell you that—is dealing with water quality. What is more important, water quality as a judgement of what you are going to do or best available technology? There is one problem with water quality.

Polluters love it because they can argue over it for ever. They cannot really argue over best available technology economically achievable. Both are components of the program and both are taken into consideration, but one of the dangers that I saw our potentially heading into was getting into a great fight over water quality. I have watched the polluters work at this, and they want you to justify scientifically, as though the obligation should be on the government representing the people to prove that what they are doing is polluting instead of on them to prove that they are not polluting, where I think the onus should be. But my view is they would love nothing better than to get into fights over that and then scientists can fight with scientists over whether 0.6 or 0.7 means the water quality is not satisfactory.

We will do both, but I must say that the emphasis at getting on with the job in this first stage is certainly best available technology. I had to make a judgement on that and I think it was a proper judgement.

In terms of the Great Lakes water quality agreement, to which you made reference, it is a very important document if it were ever lived up to. I attended a press conference, which I was invited to, at the waterfront here in Toronto, and there were people in Chicago. That report was released. It was a good report. It did not say there is a body count out there. It did not say directly that humans were being affected, but if we see the fish and the other forms of aquatic life and some of the birds and so on being affected by contaminants, I think I would draw the conclusion—and I am not a scientist—that it cannot be good for people. That is why I think it is imperative to move.

I am going to divert a bit here into an area where I think you would be sympathetic. I welcome federal government money. They said \$125 million. It was reannounced by Perrin Beatty. The problem is, and the vice-chairman,

who is sitting in the chair at the present time, knows this as do a lot of people in eastern Ontario, \$125 million goes nowhere. It is helpful, and I will not say "Take it back" or anything, but the sewage treatment plant upgrade in Ottawa cost \$400 million; for one sewage treatment plant in Ottawa-Carleton, the Green Creek sewage treatment plant in Ottawa, to go from primary to second treatment is \$400 million. That puts in context the \$125 million the federal government has offered over a period of five years.

As I say, I like it. I like the fact it is there. I appreciate when our staffs work together, and they do from time to time on some of the MISA stuff and so on, but I think I would be supportive of the federal Minister of the Environment and others getting a far greater allocation for dealing with Great Lakes cleanup problems. You mentioned the RAPs. Many of the committees are in fact progressing at the present time. I have a note here that says eight out of the 17 have already produced a stage 1 report. I think I saw that note somewhere along the line. Yes, eight of 17 RAPs have stage 1 reports and two reports have been submitted to the IJC.

I think the RAPs offer a lot of opportunity for us to identify the problems. The member for Hamilton Mountain (Mr Charlton) is here and he knows one of the most successful so far in terms of public participation has in fact been the one that is dealing with Hamilton harbour. What is going to be important, I think, and members of the Legislature would want this kind of commitment, is that governments be prepared to themselves spend money after the reports and recommendations are out. Second, industry is going to have to foot a big part of the bill, part of it in remedial action but most of it in preventive. You are quite right, the member for Etobicoke-Lakeshore, in suggesting that prevention is by far the best way of dealing with probably anything in environmental problems.

I like the Crombie report too. It was a good report, well done. The Premier certainly endorsed it. I like the idea of looking up the rivers and the creeks and determining what the effects are on water quality as it comes down and it goes through your riding and it goes through some other ridings. We have creeks that do that.

1640

I would also say that I will get someone a little later on to go into some detail on the environmental management master plan for the Etobicoke-Lakeshore hotel strip area. I would like you to be able to question people from the ministry. I know

you are concerned about it. I have a concern about that work, because obviously when a normal process is not followed and another substituted, it had better be a good process or it is not going to be acceptable. I know of your great interest in that and I will have people answer that.

In terms of drinking water, my stance has always been getting at the source of contaminants. I am like you. I just cringe when I see people going to bottled water and they ask me, "Do you drink bottled water?" I say, "No, I don't drink bottled water if tap water is available." We do testing. I will not, as a previous minister did at one time in St Catharines, hold it up and drink it and say, "Second to none in the world." There may be better water in the world.

I think our rates up there in that it meets all of our health-related standards when we test. My ministry officials tell me we do as extensive testing as any jurisdiction does. Last year, we reported on 43 of the largest drinking water supplies and we tested for more than 100 potential contaminants. We took tens of thousands of samples and only two exceeded the health-related criteria. That is two too many, but that is two out of tens of thousands. We have now expanded testing to 55 municipal water systems.

So what we are finding is that it meets the health-related guidelines. Would we like it to be better all the time? Sure. I would like it to be better, but I really think getting at the sources is it. I think you take the polluters off the hook when you start getting into the curative measures, though sometimes they are essential.

We have a plant optimization program, I think it is called, in the ministry where they go through and look at all of the plants and see how they are operating and tell people how they can better operate. We upgrade the skills of people involved through courses and so on. We look at the actual physical plant and see how it can operate better. That, I think, has been a good exercise that we have gone through.

One of the questions I guess we all have to ask—I am going to insert this in the middle—is whether we are prepared to pay more taxes. Now, I sat in opposition for eight years and in opposition you do not vote for taxes. I understand that. That is standard, unless you are the New Democratic Party, and it is a tax on the richest people in the country; then it is the one you vote for. I do not know if Conservatives vote for any taxes, but you do not, in my view, vote for taxes in opposition. It is not politically expedient to do so. Maybe "expedient" is the wrong word. It is

not politically smart, I guess, to do so, but at some point in time we come down to taxing.

I guess one of the frustrations I face is I advocate a lot of government expenditures to defend the environment and then when taxes come before the House, nobody wants to vote for the taxes and we get raked over the coals for taxes.

I believe people are prepared to assume the cost that they think is their fair share—not the polluters' share, their fair share. So when I said Ontario Hydro rates were going up when we imposed very strict regulations on Ontario Hydro for its coal plant emissions, and I said to the newspapers, "Yes, the price is going to go up," I did not get a whimper out of anybody. People were prepared to do that as long as they knew that it was actually going to improving the environment and not just building up Hydro, something grandiose in Hydro. So we always have to look at that and determine whether or not in fact we are going to continue to get support for those.

You mentioned recycling. Somebody said the other day that we are the recycling capital of North America. That is largely because the people are so responsive. We are lucky in Ontario. The member for Mississauga South is here, and she has one of the municipalities that was first, if not the first, on line and that has expanded the recycling program in that municipality. The response in all of them has been very positive to the blue box program. Obviously we have to expand on the blue box and get some plastics in there other than simply the PET bottle which can be recycled.

One of the concerns I have, and the member for Etobicoke-Lakeshore identified it—I cannot believe it is coming in from some of the sources it is, but I understand some—is municipalities talking about deposits on cans, for instance. Why do they think anybody is in the business of picking up those blue boxes if it is not for the valuable aluminum cans, the metal cans that are in there? Otherwise who would want to pick up the blue boxes? Who would go into business? It is certainly not for the newsprint, though the newsprint will be helpful some day; it is going to be in great demand.

The real prize in there is the soft drink container. That is why people want to go into the business of recycling, picking these things up and sorting them out. If you put a deposit on it and it does not go in there, then nobody is going to bother to pick it up.

Also, the contribution of \$20 million has been significant. I agree with the member for

Etobicoke-Lakeshore that OMMRI 2 is going to be important, and we want to see others.

This is where I thought a good point was made by Mrs Marland, by the way, to bring something else into it. When you put in an amendment to our bill on CFCs, it said you can extract some money out of the companies for research, or something like that. I remember it was a good thing, and what we can do with these industries is get them involved. I think that is exceedingly important.

If you want to have Mrs Marland come on now and I can come back to it, that would be fine with me.

The Vice-Chair: I guess you have already spent half of your time in replying to the critic from the New Democratic Party. I now would like to ask Mrs Marland, the critic from the Progressive Conservative Party. You have half an hour to make your presentation. There may be some similar points that were brought up by Mrs Grier. The minister will have 15 minutes to reply, then we will divide the time left equally among the three parties, and I do have Mr Neumann's name down.

Mrs Marland: We are here today and for the next three weeks to look at the estimates of the Ministry of the Environment. Before I pose specific estimates questions and concerns, though, I have one very large, very general question, where has the Minister of the Environment gone? Since 2 August of this year, the major environmental announcements have been made by the Premier. Is Premier David Peterson the new Minister of the Environment?

It was, of course, the Premier who announced on 2 August that interim landfill sites in the greater Toronto area would be assessed under the Environmental Protection Act rather than the Environmental Assessment Act. Minister, are you happy with this decision and were you consulted about it?

I notice too from recent revelations concerning the land use reform document that the Treasurer seems to have had a hand in the running of the Environment ministry. He wants to scrap the Environmental Assessment Act to delegate most of its powers, including environmental studies, to the municipalities. Is Mr Nixon now the Deputy Minister of the Environment as well as the Deputy Premier?

I have a few other questions of a broad nature since they concern the environmental assessment process, but first, some questions about the environmental assessment program involvement project. I would like to receive a progress report. This project was announced in April 1988 and its

phase 1 recommendations were released in August 1989, 16 months later. We are still waiting for phase 2.

I hope this slow pace is not indicative of the whole project. In this case we need results and we need them now. We face an emergency situation, yet you have chosen to reinvent the wheel; to ignore the review done by the Canadian Environmental Law Research Foundation and spend taxpayers dollars on your own review. When are we going to see some results? How much has been spent on the EAPIP so far and how much more will be spent?

1650

There is an extreme urgency in devising a faster, more streamlined environmental assessment process. As the minister knows, 33 waste management master plans are in the works and all must eventually go through an environmental assessment. As well, the environmental assessment for the Ontario Waste Management Corp, OWMC, is coming up. How much of the environmental assessment budget will go to the Ontario Waste Management Corp assessment and how much to the assessment of the waste management master plans? Is the Environmental Assessment Board ready for this workload? Does it have the financial and human resources to handle it?

I notice in item 3, Environmental Assessment Board, under vote 1503, environmental control program, that activity funding for the Environmental Assessment Board will increase by 17.6 per cent, from \$1.44 million to \$2.17 million. Is this a sufficient increase?

I also notice that the increase in program funding under vote 1503 is slightly higher at 18.35 per cent. Why is environmental assessment, an area facing a very large workload, getting a smaller budgetary increase than the program average?

Another general question I have concerns the administrative costs of this ministry. Under vote 1501, ministry administration program, program costs are estimated to increase by 22.78 per cent. My concern is that ministry administration could be leaner, allowing more resources to be directed to services and to research and development. I would ask the minister to justify why such an increase in administrative spending is required.

I will move on to more specific concerns, grouping them under the parts of our ecosystem—air, water and land—upon which they have the greatest impact. I also have questions concerning the ministry's relationships with other ministries

and their agencies, other levels of government and industries and individual taxpayers.

Under the topic of air quality, I am concerned about Countdown Acid Rain, the acid rain abatement program. The three-year research and development phase of the program is now over. The four major sources of sulphur dioxide pollution—Inco, Falconbridge, Algoma Steel and Ontario Hydro—have submitted their final plans for meeting the required emission reductions.

I am particularly concerned about Ontario Hydro. As the minister may guess, based on recent discussions of the acid rain abatement program review by the standing committee on general government, according to the Ontario Energy Board, Ontario Hydro is ignoring the spirit and intent of the legislated acid gas emission limits.

To quote from the board's HR 18 report, which was released on 31 August 1989:

"In 1990, when Hydro will apparently be hard pressed to remain below the regulatory limits for acid gas emissions, it will have to rely to a greater extent on purchases from US fossil-fuelled generators. The board shares the concern of several parties to the hearing that Hydro intends to, indeed must, rely on purchases from the US as a component of its acid gas emission strategy if regulatory limits are not to be exceeded."

As the board noted: "Whether acid gas emissions are produced in the United States or Canada matters little to the environment in Ontario. The damage done is substantially the same." That is from pages 118 to 119 of the report.

I would like to know what the Ministry of the Environment can and will do to prevent this situation from occurring; how it will remove this loophole that would allow Ontario Hydro to break the spirit and intent of the abatement law. I know that his ministry is not directly responsible for Ontario Hydro, but it is responsible for Hydro's acid gas plan. It is also responsible for the environmental assessment process that applies to scrubbers on Hydro's coal-burning generating stations, a process so lengthy and convoluted that it cannot be used for the first two of Hydro's eight scrubbers. I would like to hear about the relationship between the Ministry of the Environment and Ontario Hydro and what can be done to ensure that Hydro fully complies with the ministry's legislation.

I would also like to know what is being done to develop goals for further reduction of emissions after 1994, when the Countdown Acid Rain program ends. The 1994 limits cannot be

accepted for ever and ever; they must be reduced even further. What is more, the industries that produce sulphur dioxide and nitrous oxide need to know what their post-1994 targets will be in order to do their own planning, research and development.

As well, could you tell us whether your ministry is funding research and development on technologies for further emission reductions, and if so, under what vote does this activity fall and how much is being spent?

I would remind the minister that the program to reduce acid rain was initiated by a Progressive Conservative administration and set emission reduction goals of 50 per cent in 1984 when the provinces signed the agreement with the federal government. That was a good goal then, and with technological advances, the current administration has been able to increase that goal by 10 per cent to 60 per cent.

Hon Mr Bradley: The difference is, we brought in regulations.

Mrs Marland: But it has not gone far enough fast enough. What is the ministry doing about reducing the other 40 per cent of emissions?

Another issue with respect to air quality is the banning of chlorofluorocarbons, CFCs. We have learned recently that the hole in the ozone layer over the Arctic is moving southward. We are all concerned about what we can do to prevent further destruction of the ozone layer and the rise in cancer, reduced crop yield and aquatic damage that is associated with higher radiation levels. My colleague the member for Stormont, Dundas and Glengarry (Mr Villeneuve) will be touching on the issue of alcohol fuels as a way to reduce levels of carbon monoxide and carbon dioxide in the atmosphere, but I will concentrate on the effects of CFCs.

The Environmental Protection Amendment Act, 1989, which bans CFCs in aerosols, propellants and packaging, wrapping and containers, is a good step forward. Unfortunately, though, we need a leap forward, not a step. Those CFCs which are banned amount to only eight per cent of the ozone-destroying substances. The other 92 per cent come primarily from coolants in refrigerators and air-conditioners.

In recognition of this fact, I introduced amendments to bill 218 to authorize the Lieutenant Governor in Council to make regulations requiring industrial R and D for replacement coolants for refrigeration and air-conditioning units. The minister's government saw the light of day and passed these amendments.

Now I have a question for the minister regarding his ministry's follow-up to this regulation. What is the Ministry of the Environment doing to accelerate the research and development that is required with respect to replacing the CFC-containing coolants, as well as Halons? Which branch deals with this R and D and how much money is devoted to it?

I would like to move on to water quality issues and related questions. My first concern is with the municipal-industrial strategy for abatement, MISA, and the government's waterways cleanup program.

It seems to me that MISA is going nowhere fast. We finally received word last week that the final MISA industrial monitoring regulation has been released for public review. The first industrial monitoring regulation was issued over a year ago, and we still will not see a strict abatement regulation for more than a year.

1700

It has never been clear whether your ministry will make sufficient funds available to the municipalities to assist them in implementing the sewer use control program. I know you will tell me that under this program industry will pay for the municipalities' enforcement costs, but it is my understanding that the industrial polluters will not be paying the initial development and capital costs. I would like to know how and to what extent your ministry will assist the municipalities to cover the capital and development costs associated with implementing the abatement strategy.

For your pilot projects, the municipal enforcement program demonstration projects that you announced on 12 September, you are providing 50 per cent funding of development costs and capital funding on a sliding scale starting at 33 per cent.

This just is not enough. Ontario's municipalities are fed up with having to shoulder an unfair portion of the costs for provincial programs that have been delegated to them. You are on record as saying that municipal ratepayers should not have to pay for the operation of the program, but who is going to pay for the municipal costs if not the ratepayers?

Can the minister estimate for us what will be spent in total on MISA for fiscal 1989-90, what portion of those costs the province will pay, what portion will be left to the municipalities and what portion industry will pick up? For the province's portion, which specific line programs will account for what amounts? I ask this because I see MISA entries under several

activities and votes in the estimates and I would like to see a full account of the program. Can you also provide MISA budgetary information broken down by the categories of development, capital and enforcement costs?

While on the subject of water quality, I also have grave concerns regarding the condition of the Great Lakes, from which the majority of the province's population obtains its drinking water. The recent reports that came out of the biennial meeting of the International Joint Commission were nothing short of horrifying. What contaminants are in our drinking water? What toxins are concentrated in the fish we eat?

I realize that much of the responsibility for cleaning up the Great Lakes rests on the shoulders of the Canadian and American federal governments, but Ontario, of all the provinces, has the most at stake here. I would like to see this government become more proactive in working with the International Joint Commission on Great Lakes water problems. Can the minister tell us in what way and how much money his ministry is contributing to the study and cleaning up of joint international waters? Of course, I am interested in the activities and budgets of the following: the Detroit-St Clair-St Mary's rivers improvement project team, the Niagara River improvement team and the Great Lakes section of the water resources branch.

Moving on to land issues, as a greater Toronto area MPP, I am of course very aware of and concerned about our garbage crisis and about the greater Toronto area proposal for the long-term management of solid waste. I have already asked the minister whether he is pleased with the decision to assess the GTA's interim landfill sites under the Environmental Protection Act rather than the Environmental Assessment Act. I would also like to know if he has a definition for an "interim landfill site." Nowhere have I seen one yet.

I cannot understand the logic of the decision that the interim sites not be subject to the Environmental Assessment Act. A site that is used for two years can be as damaging to the environment as one used for four or 10 years. For instance, the Whitevale site proposed as the interim site for the region of Durham could not possibly pass an assessment under the Environmental Assessment Act since it is at the headwaters of three watercourses which flow into Lake Ontario.

I note that the Liberal MPP for Durham West (Mrs Stoner) has personally expressed her opposition to the massive site proposed for this

environmentally sensitive area. I am glad to know that the minister's colleague at least understands the dangers of this proposed landfill site. I only hope she can convince the minister that this site requires a full assessment under the Environmental Assessment Act.

I might also remind the minister that if his government had moved more quickly to solve the assessment process problem, we might have stood a chance of having proper assessments conducted for all of the interim sites in the greater Toronto area.

I also have some concerns regarding the minister's decision to completely ban incineration as a means of waste disposal. Under item 4 under environmental services program, vote 1502, I see waste management activity and that what used to be the industrial four Rs has become the industrial three Rs. I see that the ministry no longer appears to have any funding going towards the fourth R, recovery; that is, energy recovery from waste.

Where has recovery gone? This missing R is very puzzling. The minister will remember that just two years ago he cited two energy-from-waste facilities in London, Victoria Hospital and the 3M plant, as examples of antipollution technology that he wanted to see in operation throughout Ontario.

It is my understanding that the Ministry of Energy's five-year, \$25-million energy-from-waste capital assistance program introduced in 1987 is still in place. This is a program to assist private companies and local municipalities to build plants that can burn garbage and solid waste to produce electricity, steam or hot water. Yet I also realize you have said you will not accept incineration as a method of solid waste reduction in this province, and specifically as part of the greater Toronto area proposal for the long-term management of solid waste. Which ministry are we to believe, the Ministry of Energy or the Ministry of the Environment?

I have a copy of a letter from the mayor of Kapuskasing to the Premier, dated 6 October 1989, that expresses his town's extreme disappointment that the province will not consider its proposal to act as a host community for some of the Metropolitan Toronto solid waste, about 25 per cent, that will remain after being separated for recycling and using the waste in an energy-from-waste plant to produce electricity. This economic development program would have helped to solve Kapuskasing's unemployment situation and would, of course, have been subject to a full environmental assessment.

It is my understanding that under the Environmental Assessment Act all options for disposal are supposed to be considered, including incineration. We already have an example of what can happen when incinerators are equipped with appropriate technology to control emissions. One of the Ministry of the Environment's own press releases, dated 7 February 1989, lauded the surveys that showed no air quality changes around Victoria Hospital since the installation of its energy-from-waste incinerator.

Again, why has the ministry abandoned the fourth R, recovery? With landfill sites quickly filling up, can you afford not to consider incineration? Are you not interested in exploring the technology that can reduce harmful emissions from incinerator stacks?

While on the subject of garbage, I am concerned that this government is still not moving fast enough to expand recycling. I would like to know if the recycling program of the Ministry of Government Services is obtaining any financial support from the Ministry of the Environment, and if so, how much? I also would like to know how much the ministry is spending on developing markets for recycled materials and under which votes and activities this spending occurs.

Another of my concerns, as the minister realizes, is that revenues generated by the new tire tax are not actually being directed towards research into ways of disposing of used tires. Can the minister demonstrate that such research is taking place and that the amount devoted to it will be equivalent to the revenues generated by the tire tax?

Having touched on some of my key concerns regarding air, water and land pollution issues and programs, I want to ask the minister about one of his government's many study groups, the Ontario Round Table on Environment and Economy. In establishing this round table, the government has acknowledged our need for a province-wide plan for environmentally sustainable development, but I honestly wonder if this round table has the resources it needs for its task. I realize that some of the following questions go beyond the responsibility of the Ministry of the Environment, but I wonder if the minister can provide the following information for us.

1710

What resources are his government making available to the round table, in terms of professional, technical, managerial and support staff? For example, how many staff are in each category and what is the total staff salary budget?

What is the relationship between the round table and the Ministry of the Environment with respect to the sharing of information and resources? Are there any mechanisms in place to ensure co-ordination and prevent duplication of work? What are the round table's administrative costs and its travel and meeting expenses? How often does it meet and where? Also, when will we see some recommendations emanate from the round table?

It is appropriate that I end my opening remarks with these questions about the round table, since we have gone full circle and are back to large, strategic planning issues and questions. The Progressive Conservative Party wants to see this Liberal government take leadership in the area of developing a province-wide plan for sustainable development. However, based on the reports we have received so far from other bodies, such as the Premier's Council, we have no reason to have confidence that the Ontario Round Table on Environment and Economy will produce the results this province so badly needs.

Thank you for considering my questions, Minister, and thank you, Mr Chairman, for this opportunity to present some of the Progressive Conservative Party's concerns regarding the estimates of the Ministry of the Environment.

The Chair: I understand the minister has about 14 minutes to respond. The committee may wish to give him longer, I am not sure.

Mrs Grier: No.

The Chair: Mrs Grier says, "No, we don't want to give him any longer."

Mrs Grier: Let's not start out that way.

Hon Mr Bradley: They will see how I am doing, maybe, Mr Chairman. Maybe they will say, "More, more."

The Chair: You are off and running.

Hon Mr Bradley: I want to thank Mrs Marland for her constructive criticism and intervention. I did mention previously, at the beginning of my remarks, that I thought it is valuable to get the input from others, whether it is in legislation where both the Environment critics have played a role in the past in bills that have gone through the House or whether it is in suggestions that come forward in these estimates. I think they are valuable to us. I will give you due public credit when they work out. You know that. Mrs Grier has been used to that for a few years now: getting all the credit that is to be accrued for this; not that she seeks it, neither one of you.

Mrs Grier: Perhaps you could be more specific.

Hon Mr Bradley: I was hoping you would not ask that.

Mrs Marland: We have both been here the same length of time.

Hon Mr Bradley: That is right, that is true, but were you both the critic the same length of time? No, Susan Fish was the critic at one time, I remember.

The EPA, the GTA and the project X stuff: Project X is dead; it was never alive. It was a lower-echelon government group working on something that it thought was interesting. These things happen. In our ministry we work on plans and ideas that we hope some day will reach a cabinet committee. This so-called project X proposal never even reached the cabinet committee stage. So I want to allay your fears that it would be a determinant of our policy as it relates to environmental assessment.

I believe, and the Premier has stated this publicly and in letters to environment groups and others, that the only changes that will be made to the Environmental Assessment Act will be as a result of the EAPIP procedure, and we look forward to the contributions there. There are people on that who are, I think, very valuable in terms of the contribution they can make, people like Bob Gibson, who is on the Ontario Environmental Assessment Advisory Committee and is involved in EAPIP—he is a professor in Waterloo—and Beth Savan of the University of Toronto. She is on the public advisory group. She is involved in EAPIP. These are two of the authors of the Canadian Environmental Law Association review of the Environmental Assessment Act. In fact, they are building on the CELA report and we think we have a good cross-section of people on it to evaluate it.

In terms of streamlining the Environmental Assessment Act, that is one of the problems. A lot of people think, "If only we could streamline the EA Act and everything is fine, then we could apply it to everything." It depends on whose definition of streamlining is correct. I think everybody wants it to be effective, but there are some people out there who do not want it to be effective. Streamlining really means bulldozing the EA process.

I think administrative improvements can be made to it that would be agreed to by all and there are other improvements that can be made. However, if we think that somehow it is going to disappear magically and yet that we will be able to maintain our rigorous environmental assess-

ments, I do not think that is the case; I do not want to think that miracles can be performed here, but I think improvements can be made. Both the environmental community and proponents have made proposals in that regard.

In terms of master plans, the member for Etobicoke-Lakeshore identified, as you did, municipal frustrations with the process. I was a municipal politician—the three of us were, the two who are critics and the one who is the minister—and I remember that municipalities do not look favourably upon the Ministry of the Environment, because it is a regulatory agency; we are not popular. Sometimes out there they kind of hope we do our job that way too; they hope what we do is perhaps what local people often do not want to do. Because we are objective and because we are an outside agency, perhaps we are in a better position to do that. In the long run, I think many municipalities that criticize us are appreciative of what our ministry does in that regard.

There is a lot of fighting out there and I understand that. There are some people who say, "The process takes too long," and of course when you finally get down to identifying specific sites, people who are initially supportive of the efforts tend to have some of that support evaporate. I understand that.

I want to get into incineration because you did mention that. First of all, yes, I have identified 3Rs for the purpose of reducing or diverting what normally would go into an incinerator or landfill. I consider incinerators or landfill to be a disposal methods and the others to be methods of diverting wastes away from them.

I cannot say that I could be in favour of using incineration as meeting the 25 per cent or the 50 per cent goal. If you allow people to use incineration for that purpose, then they will just burn. That takes away a lot of the incentive for having recycling, reuse and reduction programs, knowing they can simply fire it into an incinerator that will somehow magically make it disappear.

We must consider incinerators while they still have a role. I said to municipalities in the greater Toronto area specifically, "You cannot use that to reach your 25 per cent diversion role," because they will remember that I said at the press conference in March of this year that we would have a 25 per cent reduction or diversion from either incineration or landfills by 1992 and 50 per cent by the year 2000; and I have said to the people involved in the GTA exercise, "No, you cannot use incineration." That is almost the same

as saying that you are going to use landfill to meet that goal and obligation. What they do with the remainder is up to them.

If they want to bring forward proposals for incinerators, then they can bring them forward. They will be assessed and evaluated on an environmental basis and if they are acceptable, then the board will rule they are acceptable, as it did with one in Peel, with 31 conditions; or, if they are not acceptable, then the board will turn them down, the same as it will with a landfill. We have not said that we have banned incineration in the province of Ontario. What we have said—even though a lot of people, mind you, would like us to do that—is that they may still be considered, but not considered for the Rs.

I make no apology whatsoever for dropping the fourth R, which I have never felt was really environmentally that great. It is a way of destroying garbage, but it is not a way of diverting garbage from either landfills or incinerators. If you look at one city, for instance—I guess I should not pick on any one or another, but any city that has a huge incinerator is reluctant and slow to get into a blue box program, especially if the tipping fee is low for that incinerator. So this is the approach we have taken, which I think is a fair approach.

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I know that people within the municipalities within the GTA, the people themselves would appreciate seeing their governments and our government working together along with the federal government to see the kind of reuse, recycling and reduction meeting those obligations for 25 per cent and 50 per cent diversion. After that, they can bring forward their proposals and have them evaluated.

In terms of waste management, I guess the criticism I have faced mostly—and it is very often from your leader; Mr Brandt has in the House lamented the fact—is that it takes so long to approve landfills. In fact, he listed the fact that one time he was alleging that no landfills had been approved in the province of Ontario while I was the Minister of the Environment. That was not accurate, but nevertheless that was his complaint and he said, “You’re taking too long and why don’t you do something about it?” So of course the GTA was put together for the municipalities to work together to find some short-term and long-term solutions.

The member has now, contrary to what your leader has said, but I accept that, made much of the fact—and I understand that politically it is good to do so and that perhaps otherwise it

is—that the interim sites would be judged on the basis of the Environmental Protection Act. That means a hearing before the Environmental Assessment Board. They will evaluate whether it is technically and scientifically environmentally safe to have a landfill approved in a specific site. All of the criteria must apply. If it is not safe, then the Environmental Assessment Board will turn it down. If it is, they will approve it with conditions or approve it without conditions. That is their choice to make. But there will be hearings and there will be very careful scrutiny of each of the sites that is put forward for consideration. The municipalities which have decided to participate in the GTA have agreed that this is reasonable.

They have agreed as well for the long-term solution that in fact there should be full environmental assessment. There is plenty of time for that and they are looking at very large solutions perhaps to that garbage challenge that they have to face. They will go through the master plan system, they will look at a variety of proposals that will come before them and then they will make a judgement as members of the GTA.

Our role as the ministry will be a role of regulation. That is what our role is, just as I think you appropriately raised the role of our ministry as it relates to other ministries. The Ministry of the Environment is a regulatory ministry and therefore we are not always popular with other ministries—I understand that—because we sometimes do not allow them to move as rapidly or as they would like in achieving what they consider to be their goals. But more and more, other ministries now are saying, “We must think environmentally when we’re making these proposals,” and so some of the proposals I might have had before are no longer coming.

I also face an interesting dilemma. I listen in the House daily, and I really do listen to opposition leaders and opposition spokespersons, and I keep hearing from the Progressive Conservative Party that we should not be increasing staff and we should not be increasing expenditures at the rate we are. Indeed, the government has increased staff and expenditures rather significantly in the Ministry of the Environment. I suppose we can always say, “Don’t do it here, don’t do it there and isn’t administration going up?” You identified administration as one of the areas.

Let me tell you what the components of administration are. The administration program is increased by \$6.5 million this year. This increase is made up of the following: Environmental Youth Corps, \$1.2 million; technology

fund for research, \$2 million; legal, for hearing purposes, because we must participate in hearings, \$0.6 million; MISA, \$1.7 million, that being made up of economic studies, \$400,000, systems, \$300,000, and accommodation, \$1 million.

The problem is that when you add staff, it is not simply the salaries that you add; it is the accommodation for those people. Anybody who sees some of the accommodation we have had in the Ministry of the Environment—those people are crushed into buildings. I was in the Welland office the other day, the regional office, and anyone who ever thinks that public servants work in luxury should go to the Welland office and see people crammed together with little barriers between them. This has been the case very often in the Ministry of the Environment. What we needed was we had to have more accommodation to accommodate the people who are going to work for the ministry. I understand. I would say the same thing if I were you. I would look at it and say, "Gee, that looks like a rather substantial increase," until we break down what it is all about.

The Countdown Acid Rain program: You asked about the environmental assessment. Hydro scrubbers did go through an environmental assessment process, as you may recall. There was no hearing in that the Canadian Coalition on Acid Rain, which is the primary watchdog in this regard, signed an agreement with Hydro. Hydro met the conditions, obviously, that the coalition wanted because the coalition wanted to see it proceed quickly. Those conditions were met. They seemed to be reasonable conditions.

The environmental assessment resulted in a long list of conditions, such as including that the resulting scrubber sludge be commercial quality and be used for wallboard and that Hydro attempt to market it. I happen to believe, and this is where it gets into your very legitimate questions about energy and the relationship with energy, that Hydro's primary role now should be looking at conservation. That is probably easy in the initial stages and more difficult when it starts imposing upon individuals to conserve, but I think it could be done.

I am pleased to see Hydro making a start. When I came into office, there was the talking furnace from Hydro saying, "You should change from gas and oil to hydro power," which did not seem to be very beneficial. We have gone from the talking furnace now to Hydro telling you not to burn so much electricity. I think there is a lot that can be done and I think Hydro, under the

suggestions and indeed the very strong urgings of the present Minister of Energy (Mrs McLeod), will be using that as one of its ways of meeting its obligations.

In terms of the Countdown Acid Rain program, I have loved it because I came outside, I remember, after I announced the regulations and I had newpeople who said, "We're keeping this tape where you say the companies will do it and will do it at their own expense." This is when I announced it December 1985. What happens? The four major polluters, and we made them go further than they had ever anticipated, came out—for instance, Inco—and said, "We're spending almost \$500 million of our own money and yes, even though earlier we said it's going to be too costly and we don't know if it's scientifically or technically possible, in fact it is scientifically and technically possible and we're spending our own money."

I will not go into a contest with other provinces, but you should examine how they did it in other provinces and who paid the shot in other provinces. So I was very pleased with that program, that all of them said that they would meet their obligations and they would do so at their own cost, which I think is positive. I think that is the way it should be.

That gets into, for instance, the MISA program when we say, "How much are we spending?" I can list the ministry. I think I listed \$20.9 million, for instance. A lot of the costs, just the monitoring costs of the effluent for places like General Motors and Stelco and places like that, big companies, are tremendous costs which they have to pay, and so they should, in my view. We do not always see the costs reflected in ministry budgets; we see them reflected in other places.

You asked about government recycling. In fact, that has to come out of the budget of the Ministry of Government Services, as it should, to meet those obligations under the government recycling. Both you and Mrs Grier, and others in the Legislature, have made comments on how we as a government and we as a Legislature can make an improvement. I mean, on the very day sometimes that we are announcing, we are not doing what we should be, but I think we are making some genuine efforts in that regard. I commend Chris Ward and particularly, previously, Richard Patten.

As is often the case—and Chris would tell you this himself—Chris got to make the announcement and Richard had done an awful lot of background work. I am pleased for both of them

and the enthusiasm, but Richard, I know, was very enthusiastic about this when he started out.

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The round table: We have a regular staff of three, plus two consultants, who assist the round table. I think it can be beneficial. It is in its preliminary stages. We were one of the first off the mark, and there have been some good discussions there, some good projects which are in the planning stages now and will be announced at a suitable time. I think you will see an independent budget emerging this year for that. We have assisted, as a ministry, as have other ministries, in that effort.

Again, I do not want to look for miracles coming out of it, but I think it is a good, sound exercise in that it makes people start to think environmentally whenever they are thinking economically. I think that is going to be of some benefit. We have some good people on there. Everybody would love to be on it, I suppose. We tried to get a good cross-section and I think eventually did have a good cross-section there.

In terms of CFCs, we took a first step rather boldly. I got criticized, I think it was, by the Manitoba minister of the day who said: "These people are showboating. Why should they do that?" I think it got the ball rolling. We are working now, as ministers, with the federal government to have a nationwide program which will identify what you, I think, appropriately identified: refrigeration. Throw out those regulations and watch the private sector react.

There are people who see business out there. They say, "Oh ho, I can go into the business of, first of all, recycling the CFCs,"—controlling and recycling them. Eventually, we have to remove them. These companies are in a contest, a race, to get rid of the CFCs now and replace them with other substances. What we have to be careful of is that the substances they use are not as damaging to the environment, in fact, as those were.

Hydro again, the whole issue of how you produce electricity: First is conservation, and should be. One of the concerns that we all have is that there is no benign way of producing electrical power. I remember being—you would find this interesting—before the federal committee chaired by good guy Stan Darling, I think, from North Bay.

Mrs Marland: Muskoka.

Hon Mr Bradley: I am sorry, from Muskoka. He is the member for Parry Sound-Muskoka. Thank you.

He is a really dedicated individual. I had a Quebec member who was, like you, asking me to apologize for Hydro or something. I fight with Hydro; I do not apologize for it; I regulate it. He said: "Why do you call it Ontario Hydro? Why do you call it hydro? 'Hydro' means it's water power." He was agitating about this, of course, because of our emissions from our plants.

I finally, in frustration, said to him, "Well, sir, if we wanted to flood our native peoples out of their homelands and leach mercury into their waterways, I guess we could produce electricity the way you do in Quebec." He was silent after that.

The point is, there are no benign ways of producing it. Whatever way you use, whether it is water power, which I always thought was the greatest thing since sliced bread, but it has its environmental consequences; whether it is burning fossil fuels which produce emissions, or whether it is the nuclear option, any one of those has its upsides and its downsides. Governments and society will have to evaluate very carefully what we use, but there is no benign way.

I guess nuclear fusion is supposed to be the benign way that everybody thinks will be great some day. I do not know if that is going to be true or not, but I keep hearing people say fusion could be it. Well, fusion is a long way off and you have to be very careful in those kinds of studies. I am not scientifically enough inclined to determine whether or not that is going to be the answer.

Great Lakes: I, like you, lament the fact that we face so many other jurisdictions that no matter what we do, we have other jurisdictions that pour their effluent into the lakes, and we also have long-distance transportation of the contaminants. We are getting stuff from South America landing in our waterways. You have said this on some of the occasions when you have spoken, that it is a worldwide problem that we all have to identify and make others aware of—and we have to clean up our own yard—as well, because we want to ensure that a great resource, the Great Lakes, are preserved for people and not damaged the way they have been.

New tire tax: I am as anxious as you to see it go to the right area, namely the Ministry of the Environment's programs. We have been in discussion with a number of people who are interested in research, and not only research but demonstration and tangible, practical projects for recycling. Again, what we are getting is large as life. There are a lot of people who say, "I have the solution." They want to burn the tires. Is that the

solution? I guess we have to wonder. I am looking at recycling.

I was just reading an article in a paper today—I do not know whether it was the *Globe and Mail* or what it was; maybe it was *Report on Business*—on Sweden and this company that is set up there that is really doing some great things, like even making pavement out of it. Of course, some of the pavers say it will cost too much money, and then you have other reasons, but that offers an awful lot; grinding it up for rugs and stuff like that. There are a number of things that can be done there. We think we will be applying all of that money to those research purposes, to development purposes and to assisting people to get into the business in the first place. Then they can carry out their business as they see fit.

Here is the one, MISA budget. The total MISA budget is almost \$21 million; \$20.9 million, as stated on page 3 of my opening statement. This includes salaries for 268 staff, training, services and supplies. Most of the MISA costs here are assumed by the companies.

The Chair: It would be a good idea if you were almost done. You are 10 minutes over.

Hon Mr Bradley: Okay, I will do that. I will say I am done, and you can come back at those. I know you will want to come back at some of them and get some more detailed answers. I will be happy to have staff or myself answer those.

The Chair: Thank you. Mr Neumann.

Mrs Grier: Before we get into questions, could we perhaps have some discussion as to how you are going to proceed with the rest of it? I would like to see if we could perhaps all agree as to how we might focus it, rather than spend what we have, 13 hours, going all over the map.

The Chair: Let's travel the globe for the next 23 minutes and decide before we start tomorrow how we are going to do it.

Mrs Grier: Okay.

Mr Neumann: I think the subcommittee could address that.

The Chair: That is a possibility.

Mr Neumann: More and more Canadians are getting very concerned about the environment, not only in Canada, but on a global basis. The young people are interested in programs such as the David Suzuki program, where he highlighted the fact that we have a decade left to turn things around. I was pleased to hear your comments in response to Mrs Grier with respect to the expenditure of the Ministry of the Environment not telling the whole story, that there is a lot happening in other ministries of our government.

Last February I introduced a resolution into the Legislature on the whole concept of sustainable development. The Legislature endorsed that concept and asked the government to set the example. I know we have the round table out there. It is my belief that we do not need to wait until the round table produces its recommendations to start acting. Government is a big player on the scene and we should be setting the example for people in the rest of Ontario in how we operate in our decision-making to think of the next generation and beyond.

What progress can you point to within cabinet, within other ministries, that they are moving in line with this concept and helping you in your efforts to make environment a major focal point of government decision-making?

Hon Mr Bradley: As I said, it is a mixed signal in some ways. I think it is mostly positive. Mrs Marland mentioned this as well, which I thought was beneficial, and that is looking at how you relate to other ministries.

The problem was, so often the Ministry of the Environment was seen as the ogre, I think, in years gone by. I have a former minister beside me who has, no doubt, gone through that, when he was seen as the ogre by his colleagues when he wanted to impose some environmental regulation on other ministries.

It is changing in that—for instance, you look at energy. I mean, if you listen to the Minister of Energy (Mrs McLeod) now publicly, and, I am sure, privately, her thrust in her dealings with Ontario Hydro is talking conservation and really underlining that as an important component. In the past, I think everybody talked about it. She is really emphasizing that to a very great extent.

People now automatically assume that they have to meet environmental obligations. For instance, something that comes to mind is, when government gives out grants or makes loan guarantees and everything through the Ministry of Industry, Trade and Technology, one of the things it looks at is, what is the environmental record, what is likely to happen as a result of this? They take that into consideration now. That was not a major factor in years gone by. It was what kind of jobs were created and that was that.

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The very fact that the Minister of Government Services—Richard Patten was a guy really pushing, when he was minister, for all of these changes in what we do as a government. You know, how much paper do we procure? It takes a while. It is not out there. It is not that easily available, but we want to create those demands,

so he was looking for—and Chris Ward followed up on it, along with ministry staff—various ways we in government could be better environmentally. They may seem like small steps, but you take them collectively across the province and you see the example they set and it makes a difference.

When people are building roads now, the Ministry of Transportation hires a lot of people who must now have knowledge of the environmental assessment process. I guess a downside for me in one way, and encouraging in another way, is the number of people who now get hired out of government, out of the Ministry of the Environment, in the private sector. Why do they do that? Because the private sector now recognizes that it has to meet environmental obligations and it wants people with experience and knowledge in the field of the environment. The people we have here are the dedicated staff who stay despite the luring of the private sector, but others—in some ways it is positive when they move there and make the same contribution in the private sector as they did in the public sector.

In finance, the minister of finance, who is the Treasurer (Mr R. F. Nixon), has certainly indicated clearly his desire to see funds allocated to the Ministry of the Environment on an ever-increasing basis, and to other ministries. When they put their bids in to Management Board of Cabinet and to Treasury, you should see how many items in there are related to meeting environmental obligations. A lot of them have just blocked out the past and the way they might have done things as society did in the past and said: "We can't do that any more. We now have to take into consideration environmental obligations."

There is still some resistance there, but there are a lot of good people in municipalities. You are a former mayor. You will know how things were changing even as you were mayor and how municipalities now want to meet their obligations.

The member for Essex-Kent (Mr McGuigan) is a farmer by occupation and he knows how farmers have changed. I mean, the initial resistance of farmers to anything that said you could not use every pesticide you wanted to use the way you want to use it, and "Everybody else stay out of my way"—that is gone. Those people are now coming to the Ministry of Agriculture and Food and to our ministry and saying: "How can we be helpful? How can we work with you to find alternatives and to reduce and still be effective as farmers?"

As a society, we have to be careful as well. Mr McGuigan was chatting with me before we started and said, "The Alar problem is not an Alar problem; it's a marketing problem." There are a couple of things involved in there, but we all wanted the reddest apple, every one of us. I always thought the reddest apple was the healthiest apple, so you had to put Alar on it to keep it on the tree—I understand that—a week longer or a couple of weeks longer till it ripened, or other fruit.

As a society, I guess we have to say, and we are starting to say: "Maybe I won't eat the reddest apple. Maybe the products I buy won't look as nice. They will be every bit as healthy, but they won't look as nice, so we can use fewer of those pesticides." I see it all over. I see it at all levels of government.

I was pleased when Lucien Bouchard was appointed to the policies and priorities board of the federal cabinet. He and I have chatted about that. I think that is significant.

When I became minister, never mind it was Jim Bradley, what was important was, generically, the Minister of the Environment was sworn in third or something. That is supposed to mean something. I never knew what that meant. I always wondered what that meant, but the people in the civil service said it meant something.

Mrs Marland: I did not know that.

Hon Mr Bradley: I did not know that either. I did not know what it meant.

Second, I am on the Policies and Priorities Board of Cabinet, which is like the inner cabinet. I am on the Management Board of Cabinet, which controls the expenditures. I am on what is now called the cabinet committee on economic and environmental policy, and I am on some other cabinet committees, but three very key committees. The Environment minister is on them. Never mind Jim Bradley is on them; that is not important. It is the Environment minister sitting on those. We are starting to see this across the country now, where Environment ministers are given a little more leeway and power than before.

Part of it, quite obviously a major part of it, is the public support you spoke of. I mean, governments know very well that the public support is for these things, but I am encouraged by it at all levels: by municipalities, by Toronto's announcing this week, for instance, when a report came to it on air quality, "Okay, others have to do something, but what can we do to improve it?" They are interested in CFCs,

recycling and so on, the blue box program, and there are groups influencing municipalities.

What is happening out there is good. It is phenomenal. Who would have dreamed we would have 1.6 million households, with a voluntary participation rate of 80 per cent and 90 per cent, without somebody holding a gun to people's heads saying, "You have to do it"? I think we are going to see more and more of that. If you give people choices and allow them to understand the implications of what they are doing, they will be helpful.

A major thrust is still dealing with industries. There are still some dinosaurs out there, but generally when I talk to the corporate sector now, there is a different tone. There is a recognition that they have environmental obligations. There is a magazine called *Let's Talk Business*—that is in the Niagara Peninsula—and I saw about a seven-page article on the MISA program and quotes from people like the General Motors people saying, "We have to show environmental leadership," and others doing the same thing.

I may still be in confrontation with some of these people from time to time, it is part of my job, but there is a different attitude out there today than even four years ago when I started out on the job as a new minister. I think I see some positive things happening there. Some days you get depressed at people who still whine about regulations and are always seeking to get around the regulations, but for the most part I am more optimistic today than I thought I would be.

Mr Neumann: I think it is great that you show this enthusiastic, positive spirit about what you see happening. Mrs Marland made reference to the Great Lakes conference that just took place. Do you think other jurisdictions are coming along at the same rate? I know that this past conference was looking at the Great Lakes from a much broader perspective, not just at the water but all of the drainage basins that flow into the Great Lakes, and air and soil. It seems to be a little bit depressing.

Hon Mr Bradley: I wish they were. I wish I could say yes, and maybe the answer will be yes, but we have no control over other jurisdictions. I talk to these people—and we talk about our budget going up 19 per cent—those people have cut or flat-lined budgets in some states. I do not know how they exist on that. They cannot get staff, they cannot get resources, they cannot even travel outside of the state in some cases, and this is at a time when environment is supposed to be an important subject.

I hope they will get those resources and that clout. William Reilly seems to be a pretty good guy as the new director of the Environmental Protection Agency. I met him in Washington and on another occasion. I do not know yet how much clout he has, but who would have believed, for instance, that we would see coming out of the administration, after eight years of Mr Reagan's administration, where there was virtually nothing done about acid rain and air quality, Mr Bush's pretty comprehensive program, even if we do not like all of the components of his program?

The Senate and the House are close to passing a clean air bill, which has very important implications for us, particularly in terms of acid rain, but also in other contaminants. Who would have believed that some of the people who were the greatest fighters against such a bill now would be seconding it or being cosponsors of these bills?

I have gone down to the United States on a few occasions, to Washington, and to other jurisdictions, to explain Canada's and Ontario's program, and their federal governments encourage me to do so. That has been helpful. We will continue to do that, I guess, as a country, and I support the federal government when it does this, and as a province, but we have no control over what they do in other jurisdictions except the public pressure that we and others can exert.

Our ministry officials meet with others and they look at some of the good things we are doing in Ontario and emulate them, and we look at some of the good things people are doing in other jurisdictions and attempt to put them into our programs. I think that joint effort can be very successful, but the frustrating part is that you have no real control over what they are doing. If the federal government in the US cuts back its budget in that field, you cannot do anything about it except publicly state your opposition to it. I do not have a vote in the United States Congress.

1750

Mr Neumann: Thank you for your answer.

The Chair: We can try to arrange one, if you like.

Mr Mclash: I am quite interested in the operation of the sewage and water treatment plants in various locations throughout the province. I was just wondering if maybe you can expand on the provincial involvement and problems getting involved with the various municipalities in these operations.

Hon Mr Bradley: We have an unprecedented amount of money going into that now. No amount of money is ever enough. That is the story of government, of course. The day that I walk into the Management Board or the Treasury department and say, "I've got enough money," is a day that is never going to come. Everybody in every ministry will always be asking for more, but there have been some good allocations.

This year alone, the Ministry of the Environment has approved grant assistance which will generate \$111 million worth of water and sewage works construction in Ontario. It happens over a few years. These projects are often multi-year projects. Of that construction, \$24 million will be carried out in eastern Ontario, which Noble Villeneuve has been interested in, as one of the eastern Ontario members here, and John Cleary, who sits here, is an eastern Ontario member. I do not know whether my parliamentary assistant, Mr Adams, fits into eastern Ontario or whether he considers himself central-eastern Ontario.

Mr Adams: I am west-eastern Ontario.

Mr Villeneuve: He is confused, as always.

Hon Mr Bradley: Of that \$24 million, \$17.6 million will be dished out by the province in the way of direct grants to eastern Ontario municipalities. Of the funds allocated for new water and sewage works construction this year, 22 per cent was allocated to eastern Ontario and presently there are 225 different water and sewage projects in various stages of completion throughout eastern Ontario. I could say that in northern Ontario there are a lot of projects going on.

Our highest priority is for environmental considerations and health-related considerations. A lot of municipalities come to us and say, "We want to grow, so give us the money." We have to say, "We will fund as well as we can." We have a project priority evaluation committee, and these are technical people; I do not do it politically. To the members around here who sit in other parties, if you look around, you know it is not done politically, and I know that sometimes annoys some of my colleagues, perhaps, who believe it should be, but it is done on the basis of what is needed.

If I sign one more grant in Noble Villeneuve's riding, for instance, and in other ridings, he will be jumping for joy, and opposition members will do that. I remember Alan Pope saying to me, "One thing I like about the way you operate the ministry is that you don't do it on a political basis, you do it on a fair-minded basis." And that is what our committee does. I have very little input into that. It is done by the staff people

and they say, "These are the highest-priority projects."

We have lots of money, I think close to \$200 million, for instance, going out there in last year's budget. All of this is going on, and they are expensive projects. One of the reasons they are expensive is that for the large municipalities, we enhance their funding. It used to be that the most you could get was 15 per cent. Then we said, "Well, we'll pay up to 33 per cent, depending on the environmental component." That takes up a big chunk of the budget as well, but a lot of municipalities are funded by this.

I would love to fund every one. There is not one of us, including my own riding, for instance, who would not love much more money to go into it, but some of the people have to contribute. Those who are going to directly benefit also have to contribute. The federal minister has said on many occasions, and the federal government replies to me when I say, "Where's your federal money?" with: "You know, water is underpriced in Ontario. It is an important commodity. It is underpriced."

Some people in ridings say that is not the case, but we are funding a tremendous number of water and sewer projects in this province at the present time and I anticipate we will continue to do so as we get into the next fiscal year. I encourage municipalities to reapply each year. Sometimes they are funded only for the preliminary work and I say: "Look, do that this year. At least be prepared. Next year we'll put you on that list and give you fair consideration." I think the one thing they can ask for is fair consideration, and that is what we give them, fair consideration.

I will continue to fight for more dollars every year in this program and any other program. The chairman has some in his riding that he is interested in. All of us who sit around this table have those projects and they are very dear to my heart.

Listen. Here is something you would find interesting, and George will know this from when he was minister. You go to these meetings of Environment ministers and you say: "You know what we should do? We should get the federal government to help us upgrade to tertiary treatment in our sewage treatment plants," and some of them say, "What sewage treatment plants?" I did not know Vancouver and Victoria do not have sewage treatment plants. I am not here to condemn anybody else, but I was flabbergasted that Victoria does not have a sewage treatment plant.

Mrs Grier: It has no industrial discharges.

Hon Mr Bradley: Yes.

Mrs Grier: Victoria is a different situation.

Hon Mr Bradley: It is that, but I am quite surprised that you do not have sewage treatment plants. We have sewage treatment plants virtually across Ontario. Some goes to a lagoon, but we have larger secondary and primary sewage treatment plants in this province. There are big costs, but I think they are a benefit economically as well as environmentally. I am interested in environmental, but economically there is a good spinoff in the community.

Any of you look in your own communities at the economic generation of activity as a result of these projects going on: contracting, subcontracting, taxes that come back to government. It is a good investment, which is why the Federation of Canadian Municipalities put out a book called *Work, Work, Work*, I think it was called, asking the federal government to become involved. We would love to have them as partners. So far they have resisted, but we would love to have them as partners. Just as they spent, or agreed to spend, \$100 million for a sewage treatment plant in Halifax, we would love to see that in other places.

But the water quality will be improved, and others would want me to say this: I do not want to tell you that a sewage treatment plant is a miracle-maker. It is designed to treat largely human sewage. It treats some other substances as well, but it does not eliminate your toxics problem. Sewage treatment plants are good for those reasons and we have some excellent operators there. We have to increase staff each year, because we operate some of them, and we fund others to operate them. It is a big part of our operation in the province and we are constantly looking for ways to upgrade.

The one last example I would give, and I think I am going to be around in this month of November at the official opening, is the Anger Avenue sewage treatment plant upgrade, a big project by the regional municipality of Niagara.

It goes into the Niagara River, and it was one of the embarrassing things for us that we had a primary sewage treatment plant there, but with the local municipality, the region, we went about to upgrade to secondary sewage treatment. As a result, the so-called 11 per cent of contaminants we were responsible for is down considerably now and will continue to drop in terms of the Niagara River.

I think it is important that we clean up our own backyard, because we sure as heck can point to the backyard across the way in New York state. It must be frustrating for their officials, such as their environmental commissioner in New York state, Tom Jorling, who is a dedicated individual, to have to put up with the awful problems that they have to deal with.

We have a very expansive program, we will continue to expand it and I think it will ultimately continue to benefit the province's water quality tremendously over the next few years.

The Chair: Thank you, Minister. Mr Miclash may or may not be done.

Mr Miclash: I will put my other questions off until another time.

The Chair: Okay, I have Mr Miclash then and Mr Cleary on the list for tomorrow. Mrs Grier and Mrs Marland are going to get together between now and the start of tomorrow and decide how they would like to suggest we proceed.

Miss Roberts: I would like to be involved in that as well, because I would like to suggest that there are six members here who would like to proceed as well, so maybe the three of us could meet and come to some—

The Chair: That sounds like quite an arrangement.

Miss Roberts: Yes. The three sisters.

The Chair: Yes, the sisters. Nice seeing you today; we will expect you back at 3:30 tomorrow.

The committee adjourned at 1759.

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Charlton, Brian A. (Hamilton Mountain NDP)

Cleary, John C. (Cornwall L)

Cooke, David R. (Kitchener L)

Eves, Ernie L. (Parry Sound PC)

Matrundola, Gino (Willowdale L)

Miclash, Frank (Kenora L)

Neumann, David E. (Brantford L)

Philip, Ed (Etobicoke-Rexdale NDP)

Roberts, Marietta L. D. (Elgin L)

Substitutions:

Grier, Ruth A. (Etobicoke-Lakeshore NDP) for Mr Philip

Marland, Margaret (Mississauga South PC) for Mr Eves

Also taking part:

McGuigan, James F. (Essex-Kent L)

Clerk: Brown, Harold**Assistant Clerk:** Deller, Deborah**Witnesses:****From the Ministry of the Environment:**

Bradley, Hon James J., Minister of the Environment (St. Catharines L)

Posen, Gary, Deputy Minister

Adams, Peter, Parliamentary Assistant to the Minister of the Environment (Peterborough L)



No. D-7

Hansard

Official Report of Debates

Legislative Assembly of Ontario

Standing Committee on Estimates

Estimates, Ministry of the Environment

Second Session, 34th Parliament

Wednesday 1 November 1989

Speaker: Honourable Hugh A. Edighoffer

Clerk of the House: Claude L. DesRosiers

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Contents of the proceedings reported in this issue of Hansard appears at the back, together with a list of the members of the committee and other members and witnesses taking part.

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LEGISLATIVE ASSEMBLY OF ONTARIO

STANDING COMMITTEE ON ESTIMATES

Wednesday 1 November 1989

The committee met at 1542 in committee room 2.

ESTIMATES, MINISTRY OF THE ENVIRONMENT (continued)

The Chair: We will consider the estimates of the Ministry of the Environment further. We will stop at a quarter to six. There is a vote in the House just before six.

I had Mr Miclash on my list yesterday and he is not going to be here, so next on my list is Mr Cleary. Mr Cleary can ask whatever he wants. When it comes to the New Democrat and Progressive Conservative critics, I understand that they want to talk today about water quality issues. We will try to share the time as closely as possible between the three parties.

Mr Cleary: We have had presentations in our part of eastern Ontario from private enterprise that have suggested how advanced some other countries are in recycling. How do our recycling programs compare to other provinces and other countries? Do we have a market for the material we recycle and do we sell that in Ontario?

I have three or four things I will ask him and then maybe he can reply, if that is all right.

The Chair: It depends on how good the minister's memory is.

Hon Mr Bradley: Yes. Maybe I will do them one at a time.

The first one in terms of recycling is that it depends on whom you talk to and what particular category you are talking about. For example, I have heard some people quote countries saying they are recycling a tremendous amount of material, a tremendous percentage. Then you find out that they are counting a lot of things that we take for granted, like scrapyards, when we are recycling parts of cars and things like that. They do not show up in the blue box, quite obviously. So when you hear about some of the recycling rates in other jurisdictions, you say, "That's interesting, but are they really that high?"

We have people coming now from virtually around the world, certainly in North America, to look at what we are doing. We have people as well who go to other jurisdictions from the ministry to see what good ideas there are there,

because not every good idea originates in this province or this country, obviously, but by and large ours would stack up very well. For instance, I know in my area the city of Buffalo is attempting to emulate what we are doing because people can look across the border at places like Fort Erie and see the blue box program in action.

You saw that the Ontario blue box program got the United Nations award this year, an environmental award, which I think is rather significant. There have been other awards that have gone to either the Ontario Ministry of the Environment, on behalf of the people of Ontario, of course, or OMMRI, which is Ontario Multi-Material Recycling Inc. The soft drink industry and its suppliers have received awards and the Recycling Council of Ontario has received awards associated with recycling in this province. When you stack us up, and keeping in mind we are in a fairly early stage of it compared to many countries that started years ahead of us, we stack up extremely well against other jurisdictions.

We still want to do better. We want to get more items in that blue box, for one thing. We want to get the industrial and commercial and business sectors going at a far greater pace and far more comprehensively than we have to date, and that is certainly beginning now. Of course, the government of Ontario and other governments, through their procurement policies and their recycling policies, will be making some great inroads. I think we certainly stack up very well in terms of other jurisdictions.

In terms of the markets, the newsprint goes largely to Quebec and to Quebec and Ontario Paper, which has a huge de-inking mill in Thorold, Ontario. There is another de-inking mill going to be on line some time in 1990 called Atlantic Packaging in Whitby, Ontario.

What is happening now is that the markets tend to fluctuate a bit and you will find first of all that you cannot get enough of the stuff and then you will find great volumes come in. Our program has been so successful in terms of public participation and municipalities participating in Ontario that we have all kinds of material coming in.

The fact is that some newspapers, for instance, I have read in the newspaper and heard on television and radio, are afraid to move too quickly because they do not think they are going

to be able to get enough paper, recycled newsprint, so they tread very carefully. I hope that in all their next contracts, and I have spoken to the major ones about this, they will stipulate a certain percentage of the paper must be recycled newsprint.

There is a lot of it sold now and we sell to other jurisdictions as well where there are markets.

In terms of the other materials, similarly, the real prize in the blue box, as I mentioned yesterday, is in fact the aluminum can, and I understand the plastic PET bottle brings in a good price as well as the steel material. With respect to glass, the problem some municipalities have had is improper separation. If you separate right at source properly, you will find that you have pure glass and you cannot put ceramics in it.

So it is an educational tool as well, and many municipalities have been working hard trying to educate people on specifically what to put into the blue box.

We mentioned tires yesterday. I expect to see quite soon some tire recycling coming on in Ontario, but by and large my guess would be, and of course when you are the minister everybody says you are going to say the most optimistic thing, but objective observers say that we are probably the leading jurisdiction in North America in terms of recycling.

Mr Cleary: We had a little article in our local newspaper back home where the students at La Citadelle had collected a bunch of pop cans and then they had no market for them. It was a couple of weeks ago.

Hon Mr Bradley: There should be. With the municipalities with the programs, that seems to be where the markets are, but as I say, they fluctuate a bit and you find out there are shortages of material for recycling purposes and sometimes there is an excess.

We try to monitor that. Dr David Balsillie, who is our assistant deputy minister in that area, certainly is one who has a division which is monitoring those all of the time, determining what the markets are both locally and internationally.

I know that, for instance, considering everything, we have now moved up across the province. Some municipalities are getting in excess of 15 per cent recycling. Right across the province we are probably up to about seven per cent of all materials being recycled at the present time, and that is growing on almost a daily basis. That is in terms of household waste through the three Rs. As I mentioned, I think my own municipality told me it was getting in excess of

about 12 per cent diversion right now from their landfill through the blue box recycling alone.

All of that bodes well. I think in Mississauga there are some special programs, and in Oakville and Halton and places like that. You are talking about wood recycling. In some areas they are talking about—

Mrs Marland: Peel.

Hon Mr Bradley: Yes, in Peel. That is the wood recycling one in Peel.

Mrs Marland: Knock on—

Hon Mr Bradley: Halton is doing something as well—I think I have to attend an opening at some time—but there are lots of things that people in the past thought could not be recycled. The big box-board and cardboard that you put on those packages—what do you call that? Corrugated cardboard is certainly recyclable now.

1550

So it is doing well. What the people out there who are buying want to know is whether there is a sustained, reliable source, because they will not go to it unless it is a sustained, reliable source. Through our blue box program and other recycling efforts, we are starting to provide that sustained, reliable source.

Mr Cleary: One thing you referred to was toxic hot spots in the lakes, but down in our part of eastern Ontario, apparently we have some of them in the St Lawrence River. I know there are two countries involved and I understand it is a very difficult situation to clean up. Is there anything your ministry can do about these problems?

Hon Mr Bradley: We have at Cornwall, where you are located personally, a remedial action program going on down there. One of the things we have attempted to do in the case of Michigan is that we have been able to have joint RAPs, joint remedial action plans, and we think they work better than those which are independently done.

Now there is good co-operation between Ontario and New York, but the fact is that we would prefer to have a joint RAP in the Niagara River and, for instance, the Cornwall-Massena area, because there have been problems identified on the American side with PCBs, I think, and other material at Massena as a result of some industrial situations that have existed for some years.

I could get Jim Bishop, who is the director of the water resources branch of the Ministry of the Environment, perhaps to elaborate on those which would be located in the eastern part of

Lake Ontario and also, certainly, in the St Lawrence. David Guscott, who up until very recently was the regional director in the eastern region and is now central region director, would also be able to help us. Perhaps I could ask them to come to the microphones, identify themselves before they speak and perhaps elaborate on what I have said in terms of that, because I know there were some questions yesterday on what we are doing on remedial action plans. I know others will be interested intently in this as well.

Mr Cleary: I attended one of their meetings the other night. They had representation from the other side there too.

Mr Bishop: My name is Jim Bishop. I am director of the water resources branch. Specifically on remedial action plans around the province, you are well aware of the fact that there are 17 that are in Ontario's jurisdiction on our side of the Great Lakes and 25 on the other side, for a total of 42. That leaves five that are shared between ourselves and the United States.

The process for identification of an area that would require a remedial action plan first of all requires that there is a very large database built up. That database would have to cover such things as fish quality, the actual water quality from the point of view of the use that the public wants to make of it—swimming, drinking water, etc.—and of course the final big one is the possible effects on human health.

On the basis of that, there were 17 in Ontario. They are in various stages of being worked on. The work is governed by the International Joint Commission. All 17 of Ontario's have been at least initiated and some of them are among the furthest ahead of any jurisdiction on the Great Lakes.

I do not know if there are any that you wanted to discuss in detail as to their status, but we could—

Hon Mr Bradley: Perhaps we could ask David Guscott to talk briefly specifically about the St Lawrence River RAP.

Mr Guscott: I am David Guscott. I am presently director of central region but formerly director of southeast region, including the Cornwall area.

The minister mentioned in his introductory remarks the fact that we have been trying for a joint RAP with New York state. As you are probably aware, there are some problems in the Massena area which impact severely on the St Lawrence River and we have been trying to work jointly.

Working jointly has several advantages. It helps both governments in terms of attaining the involvement of the federal level, in both the American and Canadian jurisdictions, and allows us to deal with the problems monitoring sands and cleanup, even though they may flow across the boundaries themselves.

In addition, we have the Akwesasne interest in that area. In themselves, they do span the border. So we feel that this is an ideal candidate for a joint program. We are continuing to work with New York state trying to move them in that direction, so far not entirely successfully, but we are continuing those endeavours.

Mr Cleary: I had more questions, but I have used up my time.

Mrs Grier: As we are all a bit under the clock on these things, I will try not to ask too many open-ended questions and try to elicit some facts instead of opinions.

I appreciated the co-operation of Miss Roberts and Mrs Marland in trying to focus on water quality issues today, because I think that will make it a more constructive discussion for all of us. I wanted to start with the municipal-industrial strategy for abatement.

The minister quite properly corrected me yesterday and pointed out that the virtual elimination of toxics was mentioned in the initial MISA documents and is still the ultimate goal of that program. Given that the compliance regulations will not be fully in place until 1992, I wonder if the minister could give us some estimate of the timetable for reaching zero discharge. Are we likely to get there by the year 2000, as the International Joint Commission meeting was calling for? What kind of a program and process does the minister envisage in coming down to that level?

Hon Mr Bradley: I think it is sufficient to say that this is a goal we will be working very hard toward. I think if you set that as a goal, you certainly have a better chance of achieving it than if you do not set it as a goal.

As I was describing yesterday, we have the various stages. We have one stage where you put in your initial equipment and process changes designed to drastically cut the amount of pollution that would be going into any waterway. The second stage is looking at what new equipment is available or what new facts are before us, what new processes have been developed in terms of that industry that would cut it even further.

I think certainly that is a goal we set and work very hard towards, that virtual elimination. Will

it be by the year 2000? I would hope so, because, as I say, we will be in the second round, if we can call it that, an update of MISA at that time.

I think we are going to see some pretty substantial changes, technologically speaking and scientifically speaking, in those years. Hopefully, we are not the only jurisdiction that will be aiming in that direction. If we are to believe the International Joint Commission meeting and the commitments of the two national governments, we are both working towards that particular goal. I cannot speak for the other jurisdictions, but I can speak for Ontario in saying we are certainly striving very hard towards that. It is one of those things, "Do you think you will achieve it?" where you say, "I hope so." At that time I guess we will pass judgement, but I think you and others around the province will be watching carefully to see that we are working in that direction and what kind of progress we are making.

Mrs Grier: It is the techniques for getting there that I guess I am more interested in, because it is realistic to assume that if by the year 1992, having struggled for six years, all of the various industrial sectors have compliance regulations in place that specify a technology that is the best available at that point economically achievable—how do you anticipate moving them from that technology to the next stage of technology without regulation? Are you anticipating regulation? If so, when does that begin and how do you determine what those regulations would be?

Hon Mr Bradley: I would anticipate that this would be a dynamic process, an ongoing process, and that we would be into yet another set of regulations, because I believe that the superior way of doing things is by regulations. There are lots of ways of achieving it, and I am not saying other ways do not achieve some results, but I think in this case regulation is the way we would achieve it.

Of course, as you know, we work under the umbrella of the various acts, in this case probably the Ontario Water Resources Act and the Environmental Protection Act. Those two acts would be the umbrella under which we could pass the regulations.

I think we will be in a position to pass regulations again. We would want to be on an ongoing process. I do not think we can sit there and say: "There it is, folks. We've got the first round of MISA and you've got some new equipment on, new process changes, so let's go find something else to do." That is not going to be the case. We are going to be, through our water

resources branch, looking at new events, looking at new equipment, looking at new scientific discoveries to bring us closer to it.

1600

Perhaps Jim Bishop, the director of the water resources branch, might want to elaborate on that, and Dr David Balsillie, the assistant deputy minister, whichever one wishes to speak.

Mrs Grier: No, I am very content with your answer, minister.

Hon Mr Bradley: Well, maybe I will have them sit there anyway, just in case.

Mrs Grier: That might be helpful in case something else comes up, because I want to move on to the municipal sector, which you mentioned in your response yesterday. You had indicated, I think, originally that the white paper on the municipal sector was going to lead towards a regulation. I now understand that this is a discussion paper, and we are about to have a white paper and then we are going to have a regulation.

Could you perhaps release to us the response to the submissions that you received as a result of the initial municipal discussion paper which came out in September 1988, and could you give us some indication as to when the model sewer bylaw might be available, not just for the six municipalities that you are going to select but for those municipalities that wish to move forward, like Metropolitan Toronto?

Hon Mr Bradley: First of all, I can say in a general sense we are looking very carefully at the best way to proceed. Needless to say, there is not always unanimity among the municipalities (a) that we should even be doing this and (b) if we are, how we should do it. There are some people who are very guarded about local autonomy and say, "My gosh, we should be allowed to control our own sewers, and you stay away from us." There are others who say, "We would welcome all your money, and you do it." There are others who have some in-betweens. There are some from the municipalities who say: "Why should we even bother? We don't want to get involved in monitoring at all. We want to just do something," and others who say, "Look, if you don't monitor, you don't know what you are looking for; you don't know what the base is."

So those responses, I understand, are responses we do have back. What we normally do when we get the responses back, as a courtesy and as a requirement, is respond to the responses. We react to the responses. We don't just say, "Thank you, go away." We react to those. Jim

Bishop would be able to bring us up to date on specifically where that is.

Because you mentioned the six municipalities, I wanted to look at six different municipalities, and I think we will have a cross-section chosen very soon of those municipalities. We will try to get different kinds, like a region and a small municipality and different problems and so on, so that we can see in a practical sense what is the best way to proceed. There is a very divided view in the environmental community, let alone in the municipal community, about what is the fastest and best and most comprehensive way to go.

Perhaps, Jim, you could talk about the response or what has come in from the municipalities and when we can expect a response from us to that, because we publish both the responses and our reaction to the responses.

Mr Bishop: Okay. Jim Bishop, water resources branch. The original discussion paper on sewer use control, as you are aware, came out about a year ago. It came out at the end of September 1988. Since that public review took place, we have had close to 100 responses, and most of those, I think about 80 per cent of them, came from the municipalities.

As the minister has indicated, those by and large were extremely varied because they came from municipalities which already have a very active approach to enforcing and using our sewer use bylaw, which is a voluntary program, all the way down to some that have more or less resisted application of that bylaw so far and have a fairly negative stance towards this kind of approach.

I think the one area where there was unanimity, certainly with the municipalities, was regarding the cost of this program. As the minister has indicated, if we were to go with the whole package, with the Cadillac, and we had everything from all the analysis that we could possibly squeeze out of the province, first of all, it would probably mean we would not have the full capacity to run the industrial side. But if you had all of that and you had reconstruction and refitting and upgrading of those plants that require it and if you also included in your immediate abatement requirements something leading towards virtual elimination of all of the toxics that one might expect, this process, first of all, would be astronomically expensive, and second, probably its complexity would be such that there would certainly be some municipalities that would simply, on technical grounds, be unable to carry it through. For that reason we are looking at those responses.

The other responses we got were from public interest groups and a couple from consulting companies and a couple from industrial lobby groups.

By and large, the thing that is heartening about the responses is that they are generally receptive to the idea of pretreatment and of a properly maintained sewer use control program. The prevailing principle of the program was one based on public accountability and public discussion. That is still regarded as an essential part of the program.

Another part of the program that we want to maintain is that the province will develop consistent regulations across the board but have the municipalities enforce them. They would enforce them to some standard required by the Ministry of the Environment. Again, we feel that is necessary on, I think, very logical grounds, because the municipalities, after all, are the ones who best know what their own sewers' capabilities and capacities are. They have their engineering staff on board who are intimately involved with the approval of the connections for those systems and industries, and they have an intimate knowledge, generally, of the industries themselves, far more so than someone in a regional or district or downtown office of this ministry.

Mrs Grier: I am sorry, can I just understand what you mean by that? That you would see a differing regulation for a differing municipality? It would not be a standard provincial—

Mr Bishop: No, no. I am saying that the ministry would have a consistently developed municipal regulation and that the actual carrying out of the requirements of that regulation would be left to the municipalities.

Mrs Grier: Yes. But they would all have to have the same standard applied to every toxic.

Mr Bishop: That is correct.

Mrs Grier: Can you give me some idea on your timing of when a response to those responses can come out?

Mr Bishop: Yes, I can try to. We are certainly trying to have it out before the end of this year. I should add that it should not be taken as a kind of inertia that that did not happen. In order to get many of the municipalities and many of the different groups who wanted to comment to understand that white paper—maybe that is a reflection on how difficult to read the white paper was—but in order to have it properly understood so that we could get reasonable and informed comment, we have had to hold so far 27 different workshops across the province with municipali-

ties and other groups. Simply to organize that, get the timing down and have people there to facilitate the discussion—it has been a long time.

However, I think the importance of this one regulation in some ways overrides the necessity to have brought it in, let's say, right by September 1989. This is a far more complex set of regulations than any of those for any of the industrial sectors.

Mrs Grier: We were told in October it was going to be released any day. You are now saying the end of the year. And this is going to be not a monitoring regulation, but another draft. What are we going to get by the end of the year, a draft regulation?

Mr Bishop: It will be a statement of our position, which would incorporate the main points of the September 1988 white paper but modified by the approximately 100 comments that we have received so far.

Mrs Grier: Then what is the stage beyond that, and when would that come? You release your response, and when do we see a draft monitoring regulation?

Mr Bishop: Well, that response would contain the proposed activities covering such items as monitoring, plant upgrades, proposals for funding to assist the municipalities. The whole action plan would be in that response.

Mrs Grier: Then what sort of a lead time do you anticipate for getting to a regulation that a municipality can put in place?

Mr Bishop: Well, to answer that really honestly, I would have to prejudge what things are going to be regulated and in what sequence. I think it is safe to say that there will be regulations in very short order that cover those contaminants for which we have a substantive enough database, things like biochemical oxygen demand, suspended solids, things like that.

1610

But in order to have a regulation that properly addresses the persistent toxics, it is not going to be until you have a database that allows you to know what ones you are talking about, and that probably will take some time.

I should point out that this is not just an Ontario phenomenon. It is probably the case that in Ontario we have a better knowledge of what our sewage treatment plants are losing with respect to toxic contaminants than any other jurisdiction, certainly than any others in North America, and that is mainly because of the activity we have had in the past two years around the 40 sewage treatment plants surveyed. While that gave us an

abundance of data, it has to be borne in mind that it only covered a one-year period. In fact, in many locations there are only two, three or a maximum of six samples to cover an entire year.

Even with that database we are far ahead of other jurisdictions as far as persistent toxins go. So to give a good answer as to the timing of a regulation that would affect the municipalities for specific contaminants, all I can say is, it is reasonable to assume that those for which we have a large database will be the ones that go first.

Hon Mr Bradley: In a general sense, one of the problems I am confronted with, and governments are always confronted with, is, how much consultation do you do? One of the greatest criticisms governments always get is: "You didn't consult us. You didn't allow us to review this. You didn't allow this to be subjected to some scientific and technical questioning."

On the other hand, you have people like me and probably like a lot of other people, who are not scientists, who are very impatient and say: "I understand there has to be consultation. I understand there has to be reaction. I understand there has to be detailed analysis." When I meet, for instance, with the Association of Municipalities of Ontario, some of our best and well known politicians at AMO are large as life, telling me how we are moving too quickly and too comprehensively. I get into the Legislature and former municipal politicians ask me, "Why aren't you moving more quickly?" From our point of view, sitting in the Legislature, that is a very valid point of view.

But that is what I am up against. On the one hand, some are saying, "Move now and never mind consulting any more and going through any studies and determining databases," and others are saying, "If you don't consult us, then you don't care about us," and so on and so forth. We try to steer a middle course there and get sufficient input without having it carry on for ever, and that is the dilemma.

Mrs Grier: I am very much in favour of consultation with municipalities, but let me remind you that when the first MISA white paper came out in 1986, you received a whole lot of feedback about the indirect discharges. Then, in September 1988, you issued the discussion paper on how to control the indirect discharges through the sewer use bylaw. You have now had up to 100 responses to that. What I fear I am hearing is that you are going to respond to the 100 responses by something else that is going to invite yet

further response, and postpone even longer some enforcement.

Hon Mr Bradley: I do not think that would be the case, and I think another point I should bring out here is, again, sometimes we do not give our municipal friends in certain jurisdictions enough credit for what they are doing. A lot of these municipalities are out cracking the whip on their discharges at the present time.

I just happen to know, from my own area, I was reading a magazine yesterday called *Let's Talk Business*, from the Niagara Peninsula. This is an interesting fact for those of us around here. It was a business magazine that gave a favourable review to the MISA program. I almost dropped when I saw that, because very often when you read industrial or business magazines, they are not very complimentary of the MISA program; they are annoyed with it.

But this was very straightforward and a well-written, lengthy article. One of the things it mentioned is that already the regional municipality of Niagara has sent out letters of warning to all its dischargers and that it is doing some cracking down on its own, even at the present time. It is not the MISA program yet, but the MISA program has in fact prompted them to do that. Some are developing MISA labs—I think Waterloo is one, Niagara is another—which will allow them to continue their analysis of what is going on to determine what their problem is.

The key is pretreatment by the industrial sewer dumpers. That is how we expect to get the effluent coming out of the sewage treatment plant, by getting it out of the sewer inputs. That is my favourite choice, I must say. I will listen to others, but—

Mrs Grier: That is what the whole discussion is about, and I think some municipalities are well ahead of others.

Hon Mr Bradley: Yes, I would say that.

Mrs Grier: And some have more problems than others. I think there are municipalities where it is not as critical that there be a sewer use bylaw, as there are others where it is important that it be in place. So I hope what I am hearing is that there may well be something in place in the larger municipalities before the smaller municipalities, and because there is monitoring in some municipalities now and we have the data, that we can move very quickly to that control regulation.

I also hope I am hearing, and would like confirmation of this, that the six pilot projects you mention are not going to mean that no action will be taken on moving with a compliance regulation until after the pilot projects are in

place and have been evaluated. Can you reassure me on that point?

Hon Mr Bradley: We will be doing it simultaneously. I do not think we can wait for that kind of evaluation. We will be very interested in the evaluation, otherwise we would not undertake pilot projects, but that will not stop the wheels from moving in the ministry and around the province.

I think your guess that larger municipalities and the ones that have capability now are going to move quickly and not have to wait is very true. For instance, Metropolitan Toronto here, where we are located, has a very sophisticated staff to deal with these kinds of problems that has laid charges in many cases against people. There should not be a reason to be taking any length of time. Others will require a buildup of that knowledge, that kind of staff and that will require some assistance from us, but I do not think we should hold up the whole province while we wait for the whole province to move together.

Mrs Grier: I could not agree more.

There is just one more question from me, and maybe others have others on the MISA topic. Yesterday, when I raised the issue of drinking water guidelines and the lack of standards, the minister referred to MISA as being his preferred option for making sure we were not discharging things into the waterways. I am wondering whether the minister perhaps could explain to me how that approach, and how the water quality impact approach to MISA standard-setting, is going to dovetail with other jurisdictions that might have drinking water standards. Are we going to be sure that the drinking water surveillance program is in step with the water quality impacts that you may be looking at and with respect to MISA?

Hon Mr Bradley: It will have to be. For instance, if we were to stop all of the discharges and reach zero discharge in the province of Ontario, that would not allow us to drop our water surveillance program, because of course, particularly with international waterways, we have no control over it coming from somewhere else. Also, airborne pollutants have an opportunity to make their way into the waterways as well, so on that basis I would expect we will continue to expand the surveillance program, both in terms of the substances we look for and the number of municipalities and water sources we are looking at, to determine that our water meets all of the requirements of the Ministry of the Environment.

I will allow Jim Bishop or Dr Balsillie, one of the two, to elaborate on that.

Dr Balsillie: My name is David Balsillie, assistant deputy minister.

We have continued to expand the drinking water surveillance program during this past year in terms of the total number of treatment plants that are on the list, and we are now currently up to 55 plants in 1989. That is an increase from something in the area of 42 last year.

In terms of the total number of people being served by the drinking water surveillance program, we are covering the vast majority of the population of the province, especially those who are taking their water from the Great Lakes in order to supply their people with the water they are drinking. The drinking water surveillance program, as has been indicated in previous years, is showing the water to be of very good quality. Wherever there have been episodes or minor problems of a local nature, as soon as those data are received, there is an immediate transmission of that information to the municipality and action is taken fairly quickly. Well, not fairly quickly; it is taken right away in order to protect the people in those areas.

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We are very pleased with the findings we have had with the drinking water surveillance program. It will continue and we will be out there trying to ensure that the drinking water the people of Ontario are consuming is of a high quality.

Mrs Marland: Just to pick up on the last question of drinking water, can you tell us, because of the condition of the Great Lakes and the number of chemicals that are in that water, whether or not the water treatment process is costing the taxpayers more money now than, say, five years ago?

Hon Mr Bradley: Jim Bishop will provide that answer.

Mr Bishop: I am Jim Bishop from the water resources branch. I think it is safe to say that yes, it is costing more than it used to. That is mainly because there are more compounds to be aware of, both in the raw water and in the treated water. I think if you looked at it five or 10 years ago, the typical water treatment plant operator would have had to be concerned—well, 10 years ago he was probably concerned mostly about turbidity. There has been a growing awareness over some of the persistent toxic chemicals, both with the public at large and certainly with the operators.

As programs like the drinking water surveillance program have evolved, as Dr Balsillie

indicated, they not only increase the number of residents of Ontario who are served by this program, but also there is a general increase in the number of parameters that we are concerned about. That has risen from somewhere in the 40s to currently somewhere in the 50s. We have work under way with our colleagues in the federal Department of National Health and Welfare to add another 10 or 12, and we hope that will happen within the next year or two, but that process is governed more by the federal jurisdiction than our own.

However, we can adopt by reference any number of standards, and we do that. As we find out that jurisdictions anywhere in the United States, Europe or Asia have a concern about a given contaminant, we will add that to the list. By adding it to the list, it requires then that the operator has to do something about it in the event that compound is found in the raw or in the treated water.

A good example would be alachlor, which was found in 1984, and a program was undertaken whereby its use was stopped in Ontario. When that compound was found, activated carbon was added to the treatment of about nine small municipal water plants in the province. Clearly, having to add another chemical that you have to filter out will increase the cost.

Mrs Marland: Minister, if I could ask you this question, because informally we have discussed this, how do you feel about the tremendous growth in the water-bottling business and the fact that our Ontario residents are spending millions of dollars now buying bottled water? I know you have mentioned that you have been asked whether you drink your tap water or not, so I am just wondering how you feel, as Minister of the Environment responsible for making the lake water safe for our Ontario residents, about the fact that members of the public do not believe us or do not believe government that the water is safe and go out and spend millions of dollars on bottled water.

Hon Mr Bradley: Interestingly enough, one of my colleagues who travels much more than I ever get to travel was mentioning it is a worldwide phenomenon right now. People, even in jurisdictions where everybody says they have the best water there is, even European jurisdictions and so on, who claim to have a very sophisticated water treatment system and some good water say that the growth of bottled water is phenomenal. Much of it, of course, is in reaction to—people will see reports and it is understandable that when they see these reports they will

become concerned. One of the things they probably assume is that the greatest pathway to the body of contaminants is in fact water. Scientists will tell us, toxicologists particularly, that this is not the case, that it is 10 per cent or less of the pathway to our body of any contaminants. However, it is something very basic for all of us.

Anywhere in the province of Ontario, I drink the tap water. In some places if you are in a building and they have it in a bottle, then I guess you drink bottled water, but I drink the tap water. I guess I do in most jurisdictions. I have not travelled that extensively, but in the United States I drink the tap water, generally speaking, as well. In Ontario I drink it because I look at our report each year and our report indicates that the water meets our requirements as the testing goes on.

A couple of things concern me about it. One is that people would feel worried enough to do that. It is understandable, and in some cases it is justifiable, where we have identified as a ministry or the Ministry of Health has identified a specific problem in a specific area; well water, for instance.

Mrs Marland: No, this question is only about water treated by the Ministry of the Environment; it is only the public water supply. I am not talking about well water.

Hon Mr Bradley: But I wanted to point out that there are some specific instances—because I cannot say everywhere; I would say that the choice is not there—where there has been a specific contamination. I personally, given the choice, drink the water that comes from the tap and I will continue to do so in this province as long as our tests indicate that the water meets our requirements. I think that speaks well for this province.

I am a bit concerned as well about people who are using what you and I would consider to be some unfair scare tactics. They will phone people on the phone and quote all kinds of facts and figures to them, some of which may not be true, in an effort to get them to buy either bottled water or some very expensive equipment to put in their houses that is going to supposedly take the contaminants out. Those people prey on people who daily are bombarded with facts and figures around the world, including the Great Lakes, where they see potential problems with our raw water at least. So it concerns me when I see that happening, but it is certainly not unique to Ontario or Canada. It is something that is worldwide right now.

Mrs Marland: I want to just share with you something that is a little amusing. When I first came to Queen's Park and I saw the water fountains that we had, I thought, "Boy, isn't that great. We have this special water in our big 10-gallon things," and then one night when the little fellow was going away with the dolly with all these empty bottles, I said to him, "Gosh, it must be hard handling all the new bottles of water when they are full," and he said, "Oh, I just fill this at the tap downstairs in the basement."

So for the first time I realized that, and I am sure the members of the public who come into this building think they are drinking special water out of those water fountains. Anyway, they are filled at the tap downstairs.

To get back on track, I want to ask, particularly in terms of the MISA program, the question I asked yesterday, which is whether the ministry will assist the municipality to cover the capital and development costs associated with implementing the abatement strategy.

Hon Mr Bradley: Jim, because you have been deeply involved with discussions with the municipalities, perhaps you could talk about some of the options we have looked at.

Mr Bishop: In the paper that was released in 1988, it was pretty explicitly stated that the ministry, as far as capital cost goes, would continue to fund the municipalities up to one third of the cost. That would cover such things as equipment that they might have to purchase to help monitor flows or if they have to buy analytical equipment. A third of that would be covered.

As far as the development cost goes, again, it was anticipated that would be about up to 50 per cent assistance from this ministry.

That leaves you with the regular operating and maintenance cost of the program, and it was suggested in the white paper that that cost would be borne by the municipality but the setup and the development costs would be shared.

Hon Mr Bradley: I will add to that. Our federal counterparts, specifically Tom McMillan, when he was the federal minister, followed by Lucian Bouchard, when I have talked about federal participation to join with the province and the municipalities, their standard answer is that water is extremely underpriced in Canada as a whole and they love pointing to Ontario particularly. They believe that many of the costs for these kinds of programs could be derived from increasing the price of water. I think it came from Dr Pearce from the University of British Columbia. He did a study for the

federal government which indicated that in fact that is one source. Many municipalities are understandably annoyed about having to do it, for instance, through the property tax base, because that does not hit everybody the same way.

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Also, it would encourage, they feel, some conservation of water. We use water as others will not. One of the areas, by the way, where we could do that—I do not want to divert from it, it just came to mind—is through the plumbing code: putting in toilets that do not take so much water. Other jurisdictions do it. Again, it points to the fact that we have so much water here that we do not worry about that, I guess.

Mrs Marland: There is actually a bill in the US Congress which is going to require new toilets to be designed to use less water. It is a very basic design feature, I am sure, because certainly toilets on boats and so forth do not use as much water. I do not know why we have not reached that point before now; it is absurd. But somebody pointed out to me that this bill was going through the US Congress. In some of these areas, whether it is electrical conservation or water conservation, we have all literally missed the boat on it in the past.

Hon Mr Bradley: It makes all kinds of sense. I guess it is like a lot of North America: we have had it so good. In Canada, we have had so much water around that we never worried that much about it. In the US, they have had problems.

I should mention as well that we expect, of course, that the municipalities will be charging user fees to those who actually go into the sewer system, and they will be able to derive the funds for their operating costs from those user fees. It gets back to the principle of the polluter pays.

Mrs Grier: Can we pick up on that? If the objective is pretreatment, do we really favour charging people who discharge into the sewers? How do we reconcile the two?

Hon Mr Bradley: We have to find a mechanism for doing that, but they still use the sewer system. Pretreated or not, they still use the sewer system. I think certainly there is still an opportunity to derive some of the funds from those who discharge into a sewer system regardless of what they discharge into it.

Mrs Grier: Are you suggesting that would be your mechanism for assisting municipalities to upgrade their systems?

Hon Mr Bradley: No, I am suggesting that would be the mechanism for operating the MISA

program itself, the sewer use program itself, as opposed to upgrading the equipment at the sewage treatment plant. That, I think, would be in a different formula.

Mrs Grier: You do not think that would discourage the municipalities from enforcing pretreatment and putting in the more stringent regulation, if they required the revenue derived from allowing industries to dump in order to operate the system?

Hon Mr Bradley: That will not happen because they still are responsible for the effluent that comes out of the sewage treatment plant. If that effluent is not acceptable, they are responsible for that. Would you like to elaborate, Dr Balsillie?

Dr Balsillie: Yes. The situation here is that the regulation would require the industry that discharges into the sewer to meet strict effluent limits. So it is not a question of allowing them to dump into the sewer by paying a charge. As the minister has correctly pointed out, they still will have effluent and, in order to utilize that sewer, they will have to have a sewer use charge in order to empty their material into that sewer. The charge would then allow the municipality to hire enforcement officers who make sure that the discharge into that sewer was as required under the regulation.

Mrs Grier: Do you envisage a regulation that will cover those who discharge into the sewers and also will cover what is coming out at the end of the pipe after the sewage treatment plant?

Dr Balsillie: Yes. There are going to be two distinct sets. You have correctly described it. For a series of industrial sectors that discharge into the sewers at the present time, the effluent will have to meet strict effluent limits. Then, following the sewage treatment, there will still have to be monitoring and there will be a regulation for that amount of material which can come out of the sewage treatment plant. So there is vigilance at both points.

Mrs Grier: Do you envisage that the standards of compliance in a regulation that will apply to an identified sector under MISA, say iron and steel, would be the same standards applied to the small discharger of the same contaminants into a sewer system?

Dr Balsillie: Not necessarily. What we will be looking at would be a series of sectoral regulations; for instance, a dry cleaning regulation or a metal finisher regulation or a series of regulations for those people who are dumping specific contaminants into the sewer at the present time.

The regulation would be sector-specific for that sector dumping into the sewer, for that particular contaminant.

Mrs Marland: Those answers have me a little bit worried, because does that not open the door for the possibility of some dischargers deciding it is cheaper to do that than to make progress with their own onsite pretreatment?

Hon Mr Bradley: Not if the regulation requires that you can only discharge under the following levels. The reg itself will determine the levels, so whether they like it or not, they will have to meet that regulation.

Mrs Marland: Okay. Well, following on from that, your last answer, which was that it would not necessarily be the same between the large generator or discharger and the small, does not make sense.

Mr Posen: I am Gary Posen, the deputy minister. If there were steel fabricators who were being controlled under the sector reg and smaller steel fabricators who discharge into the sewer system, I think that question is, will they be applying the same kind of standards?

Dr Balsillie: They could be, but you have to go back and realize that the processes which they are operating in a small system may not be the same as the processes they are operating in a large system. And it is also possible that they may be more stringent than the iron and steel on the large. So they will be what the best available technology economically achievable can achieve with that particular sector.

Mrs Marland: Oh, dear. It is the economically achievable hook that is the problem, is it not?

Mrs Grier: If I can, before Mr Bishop answers, the concern that I have had expressed to me from somebody is a small fabricator is going to be operating under different rules than a larger fabricator. It may be more stringent. Why is there not a common rule if a steel fabricator discharges these kinds of contaminants, and these kinds of contaminant are not acceptable, the rules apply regardless of your size?

Mr Bishop: There is some commonality in the rules, but without getting into a long and involved debate about economic achievability, I think it is reasonable to expect that the economics for a mom-and-pop steel fabricator are going to be somewhat different from those, say, for Dofasco. They are going to be a lot different. For that reason you cannot say that the rules and regulations will be applied in exactly the same manner to a Dofasco, which is a major and large direct discharger into the Great Lakes, compar-

ing that to a small steel alloy manufacturer which discharges into a sewer. The way the rules will be formulated will be somewhat different. But I want to overlay that.

There are three different categories of compounds that we are talking about. There are a whole host of compounds like, let's say, biochemical oxygen demand, oxygen consuming compounds, that can quite legitimately be discharged into a sewage treatment plant which, after all, is only doing what nature does, only in a very accelerated fashion. An effluent like that from a brewery, for example, it does not have toxic contaminants, it has got things that can quite adequately be treated. But they should be charged a bundle to do that, as they are. They are classed by the significant industrial discharges.

So that those relatively innocuous things that can be treated, they are not as important as the remaining two. At the other end of the spectrum are those compounds that are absolutely banned. They will be banned. It is safe to say that the regulation on this sector, on the municipal sector, will have absolute bans of some compounds. Those would be compounds that are either so dangerous to worker health, or could cause an explosion in the pipe or in the plant, or which the data, the scientific and available data, just indicate they pose too much of an environmental threat. They will be outright banned, and that ban will be as total for them as it is for the direct dischargers.

For those that fall in the middle, for the ones that can be somewhat treated at source but maybe not perfectly, that is what has to be worked out in the detailed development of the 22 sectors, regulations under the pretreatment program.

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Hon Mr Bradley: Which, of course, is why the consultation is so extensive. The very questions we are dealing with today are the questions that are involved in the consultation that is taking place and the response to that consultation.

Mrs Marland: I think it still comes back to the point that there is going to be a point where it is going to be more economically feasible for the small dischargers of the midrange compounds that we are talking about to let the sewage treatment part do the job for them. Therefore, the burden of responsibility is somewhat removed from that polluter, I think.

Mr Bishop: But they will still be required by their municipality to meet a set of standardized regulations governing that midset of compounds.

Dr Balsillie: Which are common across the province.

Mrs Grier: We have probably mined MISA for all it's worth.

Mrs Marland: I just wanted to get my last question, which I know you probably cannot answer it now but I would like it in a written form, and that is that I really want to know what will be the total moneys spent on MISA for fiscal 1989-90. As I said yesterday, it is hard to extract those figures because—

Hon Mr Bradley: It is \$20.9 million.

Mrs Marland: Okay. That is the total. Is that the full account of the program?

Hon Mr Bradley: If we put everything together, it is \$20.9 million.

Mrs Marland: Could I also have that broken down in terms of development, capital and enforcement costs?

Hon Mr Bradley: Yes, we will get that for you.

Mrs Grier: Could I just follow up on the industrial discharger discussion to ask: In 1987, the report on industrial dischargers was released on 26 October; in 1988, on 16 November; when might we expect to get the 1989 one? Is there any prospect that it will be before the end of these discussions?

Hon Mr Bradley: I hope it's before the end of the year. Otherwise, it is trouble. As you know, we have enhanced that program, and as soon as you enhance it, it means more work and it means it takes longer to do. I wish it were three months into the year. It is not that. By the time we put our labs to work on millions of samples and analysis of them, it takes a long time. I would think that it is certainly going to be before the end of this year. I would hope that in the month of November or early December that would be available.

Mrs Grier: I do not suppose your staff would like to react to your promise to us that MISA is only the beginning and that son of MISA will be starting as soon as MISA is finished.

Hon Mr Bradley: They certainly will be.

Mrs Grier: They are happy about that.

Hon Mr Bradley: They are happy to see that. It is something to which they are dedicated. They have dedicated staff.

Mrs Grier: As you are.

Hon Mr Bradley: This has been their life in the last few years.

Mrs Grier: I would like to move to remedial action plans unless there are other questions on MISA that Mrs Marland or anyone else has.

Mr McGuigan: I have a water question but it is not MISA.

The Chair: Water is okay. It is good for you.

Mr McGuigan: We are about 80 per cent water, I guess, are we not?

This is a question that may relate perhaps to the Ministry Energy as much as to your ministry, but I am looking for some help for a constituent. Because of the danger of fuel creeping into the water supplies, we have done away with underground tanks. It has been brought to my attention and one person was claiming what I thought was probably a pretty high figure: that the above-ground fuel tanks lost—the figure that was given to me—10 per cent of the fuel through the breathing of adding fuel to the tank and taking fuel out and differences in temperature. I am wondering if your people have any evidence or any figures so that we could reassure people on this subject as to what the actual losses are, if any?

Hon Mr Bradley: I will get Dr Balsillie to answer that. Before I do, I should mention, in terms of underground storage tanks, do not ask me why this is the case, but historically, the Ministry of Consumer and Commercial Relations is responsible for underground storage tanks and the Gasoline Handling Act. But we do have information.

I have some good news from what we are doing in Ontario, and others have agreed to do what we are going to do in Ontario at the national environment ministers' conference, and that is what is called "stage 1 vapour recovery," which will catch the fumes that get away, which I have discussed with the oil companies. I said I wanted to see us move quickly. They said, "We can begin to move right away on this." That is going to save a large percentage of that stuff which escapes.

Also, we had the Reid Vapour Pressure ruling in the province of Ontario, where we were 10.5; everybody else was 11.5. Now everybody else says, "We're going to do what Ontario is doing." We will all look at going lower and seeing, when we do it, if we are going to benefit the air. It is the same with a lot of things we do. We have to look at what the benefit is, a mass balancing of the environmental effect, but David Balsillie could probably talk about that specific escape of the gas.

Mr McGuigan: Just before he does get on the record, perhaps there are such things as a

different paint that you might use on it to reflect the heat of the sun or even shelters that might go overhead, because every time a cloud passes over, there is a breathing action. I am trying to get a package of information on this and I think perhaps you are better source than the Ministry of Consumer and Commercial Relations is.

Dr Balsillie: Mr McGuigan, we have been aware for some time, not only at distribution centres but at oil refineries in other areas, there are losses of what we call volatile organic compounds from storage facilities. For that reason, most of the refineries now have, in their large storage tanks at the refinery, floating lids which do not allow for the buildup of vapour in the head space above the liquid, so that as they take liquid out, the lid floats down and it tends to reduce the vaporization of that material as they put more in and the lid rises again with that.

We are also aware that as they remove—

Mr McGuigan: I am talking about 500- and 200-gallon tanks.

Dr Balsillie: Yes, as they remove the fuel from those large tanks, then there are also vapour losses. As they distribute it to these smaller tanks that you are discussing at the distribution centres, there are losses. That is why we are now moving, in concert with the members of the Ontario Petroleum Association, to install the stage 1 vapour recovery system, so that as they take it out of the large tanks and put it into the trucks, we do not have a loss. As they take it out of the trucks and put it into the distribution centre tanks, we will be recovering those vapours, because the vapours are of considerable concern to us in the fight against the development of ground-level ozone, because those volatile organic compounds can interact with nitrogen oxides to form ozone in the atmosphere in the presence of sunlight.

For the most part as well, as you have mentioned, you will see that the tanks are painted white in order to keep them as cool as possible; that is why you do not see many black fuel tanks. Most of them are painted white or a silver aluminum type colour in order to reduce the amount of heat.

Mr McGuigan: Mine were just installed and they are yellow.

Dr Balsillie: This type of reflective colour, as opposed to one which would absorb the heat and increase the volatility of the material inside your tank, is important. The total percentage of recovery, I think, is going to vary from tank to tank, from the number of times it is filled and the

use of that tank—whether the tank is running at full capacity, whether there is a large headspace in that tank—but we do feel that the loss is considerable enough that we ought to attack this problem. It is on our agenda at this time.

Mr McGuigan: Are you taking that right down to the farm level where there are 200-, 300-, 400- and 500-gallon tanks?

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Dr Balsillie: At the present time we are looking at the distribution through the oil companies. What we are looking at would be that the truck which delivers that fuel would have on it a vapour recovery system, so that as they put the fuel in, instead of its being a large space you would have a filter which would recover those organics at the time of distribution to the farm level.

Mr McGuigan: I am not suggesting that for the small tanks, but perhaps you could give us information that would help us in lowering the losses, such as painting or overhead shelters or whatever. Anything that you could give us would be quite appreciated.

Hon Mr Bradley: Just a quick response: We would have to look at the commercial tanks and try to apply a standard which would fit commercial tanks and individual tanks as well as what the oil companies run. The largest share of the escaped vapours comes from the large tank farms—they are called tank farms, as you know—but certainly you identify other sources as well. This is where we start talking about costs. That is the cost of doing business in the environment and it is costly, but I think most of us today are prepared to see that money spent because we see there are problems that have to be addressed.

Mr McGuigan: While I am here, I have another problem with water. It has to do with people, like myself and the people of my community, who live on gravel and sandy soils. As a matter of fact, you visited our area where the gravel pits are a source of aggregate for the municipalities. Yet people in that area who are required to put in septic tanks have the same requirements as to construction of the weeping beds as do people on very heavy clay soils, in that the requirement calls for very expensive stone chips to be brought in and placed around the weeping bed when in fact the weeping bed is built in aggregate material. I am not arguing for poor-quality septic tanks; I am just saying that there is a good deal of sandy, gravelly soil in Kent county as well as a good deal of heavy

Brookston clay. But the point is, is there a reason for having one standard that fits all situations? I am suggesting that possibly we could have different standards for different soils.

Hon Mr Bradley: Probably the person who could answer it best—and both John Cleary and Noble Villeneuve see it from a different point, of course, and that is where you have heavy clays that cause you some problems. It changes even within your riding.

Mr McGuigan: We have lots of heavy clay.

Hon Mr Bradley: You have another problem that you have described and perhaps Erv McIntyre, who is the executive director of the approvals and engineering branch and a long-time expert in these matters, might be able to help you out with this. We are talking about developing residential areas, for instance. One of the problems people holler about, in both western and eastern Ontario, is our Ministry of the Environment standards, which seem to work against these kinds of housing developments. We are just trying to protect the future, but, Erv, perhaps you could provide some detailed answers to Mr McGuigan.

Mr McIntyre: Mr McGuigan, the design of a septic tank tile field, of course, depends upon the degree to which the material falling out of the septic tank can be dispersed in the soil afterwards. So the size of the bed is determined by the percolation rate within the particular soil.

The reason for the uniform criteria around the tiles themselves—it only applies to around the tiles—is just to ensure that the tiles do not get clogged up. If you try to have different rules for different areas, you end up with somebody having to make a judgement in the field of whether or not your tile field will get clogged by the fines that are in the soils within your area, whereas if you have a uniform grade of material that is bigger than the size of the outlets in the tile field, you do not get any blockage. That is the reason for the standard for the area. It only applies to immediately around the tile.

Mr McGuigan: There is no simple test that one could do on the—

Mr McIntyre: No, because nearly all ungraded materials contain a lot of fines, and if you get graded material it does not. That is the pure and simple reason.

The Chair: Mr Villeneuve?

Mr Villeneuve: I probably have half an hour. Did you want me to take the chair?

The Chair: Sure.

Mr Villeneuve: It has to do with replacing MMT and gas.

The Chair: We are trying to keep on water today, gas and water.

Mrs Grier: I want to put it to you, Mr Chair, that it is up to the other party as to the issue.

The Chair: Yes, right. Mrs Grier?

Mrs Grier: When it is my turn, I want to ask about remedial action plans.

The Chair: You are on.

Mrs Grier: I'm on. I share Mr Cleary's interest in remedial action plans and I wonder if the minister could tell us the number of staff and the amount of the budget that is being expended on the remedial action plans this year.

Hon Mr Bradley: First of all, I would anticipate that as the remedial action plans develop, we would see an increase in the budget for the operation of the remedial action plans. I will get those specific figures identified for you in just a moment.

There is that, and subsequent to that, of course, when the recommendations come forward from the remedial action plan committees, we will want to know that there are going to be funds that will address the actual action that is implied or suggested in the committee recommendations.

For this specific year, Mr Posen perhaps can be helpful.

I found something here. It says, "MOE has taken the lead role in the development of RAPs and has provided enhanced funding for RAP development, for example, in 1989-90, approximately \$2.4 million, of which \$750,000 is dedicated to public involvement." Environment Canada is committed to \$600,000 for 1989-90. So \$2.4 million for RAPs in this fiscal year alone, the remedial action plans. As I say, I would anticipate, as they develop further, that we would see further funding devoted to the remedial action plans.

Mrs Grier: Minister, you indicated yesterday, in response to my opening comments, that eight of the 17 in Ontario had completed the stage 1 process. I am one of those who share frustration that because of the lack of any kind of common guideline for remedial action plans, each of the 17 appears to have had to reinvent the wheel and go back to stating their objectives and defining what their goals were and going through a very lengthy learning process. Now, I understand the advantages of that on the one hand. On the other hand, it has certainly put Ontario well behind the target date of 1986, which I think was what

the International Joint Commission had first indicated.

When I made those same comments in my submission to the David Crombie Royal Commission on the Future of the Toronto Waterfront, he appeared to agree, and I was gratified to find that one of his recommendations was that you should look at RAPs more in line with the suggestions made by Ruth Grier. My suggestions are that perhaps we find some way of expediting the stages that are yet to be done and beginning to move towards remediation.

So my question would be (a) have you any plans to re-examine the process that the RAPs are going through and (b) when would you expect to see the first RAP begin to remediate rather than plan to remediate?

Hon Mr Bradley: I will answer your three questions. You had one before and then these two. If I can remember what they were, I will do that.

First of all, your concern that there be some commonality in there: I guess there is that concern. The advantage of each one being unique and different is that each situation, while there are some common elements, is different. We genuinely wanted to have something that emerged from the local people as their idea of what should be done to remediate the situation that existed, rather than having the ministry simply impose it on them and say, "We'll pay lip service to what you have to say, but here's what we are going to do anyway."

That is a thin line, you are right. There are advantages and disadvantages. We really wanted to have people with a genuine feeling and in substance it be the case that they are making recommendations that they believe to be best. We can facilitate these, but we do not want to dominate them. Even though there certainly is always a temptation to do so out there, we did not want to do it that way. That is why we allowed our 17 different plans to be developing, and I think there is some commonality of interest.

1700

Are we always looking to improve? The answer is yes. As we see how the remedial action plans are working, we can identify their strengths and weaknesses. I am not going to place a value judgement on them right now, because it would be unfair to the people involved, but my own observation is that some appear to be working better than others. Our ministry staff will try to identify those that are working better and see why they are, what is working better, why they are working better in an area and why are some not.

You said something to the effect that David Crombie should do what Ruth Grier says.

Mrs Grier: No, he said that you should do what I say.

Hon Mr Bradley: I should do what Ruth Grier says. Some of my colleagues think I do what you say too much. I try to do what everybody says when it is a constructive and useful suggestion. I do not always give you the credit as well as I should, I suppose, but to both the opposition critics and other members of the Legislature, I am quite willing to utilize your ideas and, on occasion, even pay tribute to you for doing it.

I think we are taking under advisement what he is suggesting. The Premier (Mr Peterson) said: "Do not shut out anything that Mr Crombie has said. Look carefully at all those recommendations to see which ones we believe we should implement." I was delighted with that.

What was the last question you had?

Mrs Grier: The third one was, when do you expect to do any remediation rather than plan for remediation?

Hon Mr Bradley: I will send that question on remediation to Dr Balsillie.

Dr Balsillie: I think the thing to remember here is that we are not waiting necessarily for the plan to remediate. There are certain things going on already with regard to places like Hamilton Harbour where there is some dredging under way; where there are things happening at the steel mills to assist in the quality of the water in that area; where we have a control order on Kimberly-Clark, for instance, to remediate some of the problems of the effluent which ends up in Jackfish Bay; where there has been action taken to alleviate the discharges from the food processing plant in Wheatley harbour, so actually we have achieved some gains in all of these areas, independent of the fact that the remedial action plan is taking place.

So remediation does not ultimately have to wait for the plan, where there is a known situation. The plan takes effect where you have a situation such as in-place pollutants, for instance, in the Bay of Quinte, where you have phosphorus sitting on the bottom of the bay, which was a sink for phosphorus for some time and has now become the source. We are looking at the best way of spending the money in order to clean up that Bay of Quinte, where the people would like us to spend our money and, in order to clean it up, how they want us to go about it.

The process really has been identified as something which involves the public and that

wants to take fully into consideration what it wants to see done and how it would like to see the money spent. So we have involved people through a considerable public involvement process, which you are aware of, and which has resulted in the formulation of several stage-1 reports and several more in the wings.

Moving from there to the technical options in stage 2, we anticipate that all of the plans would be finished by the end of 1991 and that remediation would follow on a larger-scale basis following the completion of all those plans. In the meantime, if there are things that can be done, we will be involved in making those happen in specific areas.

Mrs Grier: Perhaps I could hone in then on Metropolitan Toronto. I would be interested in having made clear the role of the new initiatives that were taken by the Premier, by Mr Kanter in the headwaters and the Oak Ridges moraine and the declaration of provincial interest in the eastern waterfront, as well as the previous declaration of provincial interest in the western waterfront in my own area of the motel strip where there are contaminated sediments.

I do not understand how all of that is going to work, who is going to be doing what and what the game plan is. Do you understand it, and if so, could someone explain it?

Hon Mr Bradley: Gary Posen, the deputy minister, would be pleased to answer that.

Mr Posen: Let me just begin by noting that there is going to be a challenge in putting some of those things together, but I think we can look at the work which has been done on the Don River and look at the work that has been done on the Humber by the groups there. That is going to have to be put together with some of the things that have been done by the Metro RAP, but I think what the Crombie commission has done is put it in a different context. We are going to have to adjust to that change in context over the next little while, and it is one of the things that we are indeed looking at at this point in time.

Mrs Grier: What is the implication of that for the RAP then?

Dr Balsillie: I can indicate to you that we have written to Mr Kanter and Mr Crombie following this announcement—Doug Andrews of the central region, who is the co-ordinator of the Metro Toronto remedial action plan—offering the services of the remedial action plan to integrate into their program. As you are probably aware, the interest in the Metro waterfront goes well back up into the reaches, and some of the members of the

RAP team from the municipalities come from as far away as the township of Adjala, which is well north, in the upper headwaters. So in doing the Metro RAP, it was a comprehensive program, and we see ourselves fitting in very nicely being able to bring along with it all of the information that we have now in the stage-1 report of the Metro Toronto RAP to put into this process.

Mrs Grier: I see. So let me be very clear: The lead person on the Metro RAP will become the Crombie commissioner.

Dr Balsillie: I did not necessarily say that. We will continue with the RAP, because we see that as a total waterfront, end-to-end situation. We have a very comprehensive program here and it will encompass all of these other programs which are going on. You have the TAWMS studies that the deputy referred to on the Humber and the Don, etc; you have other activities which are going on, plus the greening program of these river valleys, so that we will not get out of lockstep, so that what we will do will be work hand in hand with what Mr Kanter and Mr Crombie are going to be doing with the Metro Toronto RAP.

Mrs Grier: And who is going to be spearheading that co-ordination or responsible for making sure that happens and orchestrating that co-ordination?

Dr Balsillie: From the Toronto RAP side it will be through Doug Andrews, and he is the co-ordinator responsible for the Toronto RAP. There is a series of committees on which the municipal representation is there and the provincial representation is there, and I see no reason to make sure that the two of them are not co-ordinated. As a matter of fact, we have set out to be co-operative to make sure it happens.

Mr Posen: We are awaiting the final royal commission report to the federal government, and I might note we are still waiting for the federal government's reaction to the Crombie interim report, so some of those pieces have not fallen in place. I guess it is a fair question to ask if Crombie is co-ordinating the RAP, or is the RAP going to be the instrument by which a lot of the goals of the Crombie commission can be realized? I think we would like to see some of the final report, and I think we would like to talk to them some more.

Mrs Grier: The federal minister, Stewart McInnes, has indicated support for the principles of the interim report.

Mr Posen: Yes.

Mrs Grier: I would be interested in having an organization chart of all of the bodies involved in the Metro Toronto RAP and who they report to and who is co-ordinating whom. Do you think before we next meet at estimates that could be—

Hon Mr Bradley: We would be willing to do that.

Mrs Grier: I meant 1990. If you could do it by next week, that would be even better.

Hon Mr Bradley: No, because I understand your—if I look at it and say: "Isn't it wonderful that we had the Crombie commission? Isn't it wonderful we have a RAP going here? Isn't it wonderful we had the RAP before that RAP? How does it all fit together?" I think those are very valid and useful questions, and I would be interested in seeing a chart myself of how we are all going to work together on that. I think we want to avoid the overlap. You are the same as I am, action-oriented on this, and while it is nice to have everybody interested in this, we want to move forward, so I think we can provide that for you.

1710

Mrs Grier: Just if I may offer an opinion, I think one of the difficulties in the process is a fine line between imposing a process and having people wandering around the wilderness not quite sure what they are doing and getting turned off because they go to meeting after meeting and they are being told: "Do you want it swimmable? Do you want it fishable?" I mean, they want it cleaned up.

I think that it would be more useful if you moved in Toronto and perhaps on a sector or an area basis. Part of the difficulty I know residents of my riding have had in becoming involved in the citizen process and the remedial action plan is that they are very locally oriented. It is the Etobicoke waterfront they are concerned about, and while they recognize the overall concern, it has not made any sense to have one RAP for Metropolitan Toronto. You ought to have Toronto, Scarborough and Etobicoke, and then co-ordinate the headwaters and all of that.

But let me ask then, seeing you mentioned that the Toronto area watershed management strategy and the Don River report are going to feed into that, it has been now, I think, two years since the TAWMS report came out on the Humber River sector, and one of the really, I think, good things about that report was that it clearly identified where responsibility lay to do the various things. I mean, it spells out area, municipality, Metropolitan Toronto, ministry, etc. Has your ministry

taken any responsibility for following up on those recommendations and for monitoring what is happening about them? If so, can you tell me, of those recommendations, many of which were very commonsensical and not terribly expensive, what has the progress been?

Hon Mr Bradley: There has, in fact, been progress and we expect more progress next year and the year beyond, but I know, off the top of my head, for instance, that we utilize the Environmental Youth Corps very, very well, the young people who have worked in such things. You mentioned very practical things, identifying extraneous and illegal hookups or sewer discharges. They have tagged those and a lot of those are being eliminated. There are other actions being taken that probably either Dr Balsillie or Jim Bishop could elaborate on.

Mr Bishop: Okay. Specific to the Humber River report, you are right, it was released in 1986, and the recommendations it made are being co-ordinated by an implementation committee that has membership right down the length of the Humber River. It involves several municipalities; it involves Metro Toronto and ourselves. Some of the specific items, as the minister indicated, are the identification of cross-connections, especially illegal cross-connections and, when they are identified, the disconnection of same. We have played a major role in assisting the municipalities with that and in the disconnection of a significant number of these from the sanitary sewers.

Combined sewer overflow controls is another major activity and an expensive one, and the design, debate and development of local detention tanks. This is principally aimed at controlling basement flooding. However, if the technology works there, it may have some significant application to the overall beaches effect that rainfall has on both the Don and the Humber rivers as far as it impacts the beaches.

Mrs Grier: But none of the pilot projects recommended in TAWMS for storm water detention has proceeded, other than the one that is being discussed for the beaches area.

Mr Bishop: That is correct.

Mrs Grier: So are you satisfied with the progress that has been made towards implementation of the TAWMS report?

Mr Bishop: Well, as far as my being satisfied with the progress is concerned, I think what has to be borne in mind is that there are a large number of players involved in the implementation.

Mrs Grier: But as I said, the strength of TAWMS was that it said to the municipality, "You should step up your sewer inspections to once a month" or "You should do your sewer cleanouts two or three times a year, as opposed to once a year," and not much of that has been lived up to or implemented. Do you assume responsibility for trying to make sure that it is? If so, when might we see it happen?

Mr Bishop: I think it has been happening for the past three years. There are aspects of it that probably could have been undertaken with a little more speed. As far as the inspection aspect goes though, I think that has been brought up to speed with most of the municipalities. There is certainly more attention being paid to the inspection of suspect and illegal cross-connections and regular inspection of the operation of the plant. The only part that I think anyone could be reasonably disappointed with is the speed with which these large retention tanks have been brought in, and again, I think that rests heavily on how much public consultation you can have, because there has been a fair amount of resistance even in the Beaches—

Mrs Grier: I recognize that.

Mr Bishop: —with the application. And it is not something you can simply railroad through. It gets into the same issues that a dump or a landfill has with the public. They do not want it in their backyard. Technically, it is a very good solution, but as far as society goes, it is not something that is very desirable.

I would also like to very quickly mention that besides this straightforward engineering work, we have been undertaking and funding a considerable amount of research and development work that is aimed at achieving some of the goals that were recommended in the Humber River report. Those would include such things as large retention tanks, keeping track of how they are being developed and applied in other jurisdictions, mainly in the United States; the Black Creek pilot project; ultraviolet disinfection of retained storm water. There are a number of activities that we are doing besides straight engineering. We are trying to have a forward look at what might pay off in the future.

Mrs Grier: I am glad of that last sentence, because I think the problem with retention tanks is that they are coming after the fact. What has to happen is that we build in these storm water management systems at every development and with every apartment complex that is approved. I am not sure that is entirely within your jurisdiction, but it is something that I would hope in your

comments on official plan amendments and zoning bylaws you would begin to require that kind of thing to be built in initially.

I want to pursue the issue of remediation with respect to lakefilling. Again, that was one of the Crombie recommendations, that there be a moratorium on lakefilling. When might we expect to see your interim lakefilling guidelines? Is it your intention that all future lakefill projects will be subject to the Environmental Assessment Act?

Hon Mr Bradley: I should say that, first of all, we are working very hard to put those guidelines out for comment, and there will be some considerable interest in them because there is lakefilling going on. We always think of it in the Toronto area along Lake Ontario here. In fact, lakefilling has been taking place across Ontario for some period of time in various municipalities. We will be looking very carefully at the public reaction to what we put out in terms of those guidelines.

In terms of looking at how each of the lakefilling projects will be evaluated in the future, I would be interested, for instance, in what the environmental assessment program involvement project has to say about that and what should be encompassed in it, because while they are public, some of them are private as well. We would want to ensure that the environmental implications of any lakefilling, if it were to continue, would be looked at very carefully.

Mrs Marland: Are you saying you have the guidelines now or you are developing them?

Hon Mr Bradley: We are developing the guidelines at the present time. We have done some consultation. We have had some input from people, and they will be reacting to our guidelines. I mean, people have written to us about it and commented to us. It depends on who you talk to. There are a lot of municipalities that think it is a great thing to be able to lakefill and utilize their property along the lakefront, as they believe, as an economic tool or in some other way to enhance the area. There are others that say, "Well, that might be all right, but you had better look very carefully at the environmental implications," and there are some that say, "We just don't think it is a good idea at all."

Mrs Grier has had some experience. You represent a lakeshore area, as well as Mrs Grier, and you have both had an interest in some of the things they have done in the past. The main point of view is probably, what are the potential impacts on the quality of water of lakefilling? Part of it too is, how does it affect the natural flow

of water, and therefore, is this why beaches close, because of some artificial lakefilling? Those are the kinds of implications that we would want to look at and evaluate.

I do not know in your area, Mrs Marland, whether there is that much—is there minor lakefilling or major lakefilling?

1720

Mrs Marland: Oh, we have just had a major project of the Credit Valley Conservation Authority.

Hon Mr Bradley: Oh, yes. That is right too. Yes.

Mrs Marland: Lakefront Promenade Park, which obviously is provincially and federally funded.

Hon Mr Bradley: Yes, that is right too. Yes. So you have a bigger interest in how it would impact as well.

Perhaps David Balsillie or Jim Bishop would like to comment on the development of this lakefilling.

Mrs Grier: Mr Chairman, I think I am familiar with that.

Hon Mr Bradley: Guidelines.

Mrs Grier: I want to proceed from that to the specific issue in Etobicoke where some lakefilling is being planned and contemplated by the waterfront environmental management master plan that was requested by the ministry instead of an environmental assessment. I really want to get into that under our discussions of the environmental assessment another day, but one of the aspects of that environmental management master plan that most concerned me was the recommendation that remediation of the contaminated sediments be held in abeyance until the remedial action plan came into place and that there was no need at this point to remove or deal with the contaminated sediments. Yet, in the response to our early questions on RAPs, I think it was Mr Bishop who indicated quite clearly that you are not waiting for the remedial action plan to remediate. I am wondering how you see that process working if a municipality wishes to embark on a project in an area that is known to be contaminated, but does not wish to get into remediation of the contaminated sediments, who is going to prevail?

Hon Mr Bradley: Jim would be one person to discuss this; as well, the director of central region, David Guscott, may want to join us at the table as well to comment on this.

Mr Bishop: Okay. Maybe Dave, I can go first. Jim Bishop. As far as any dredging activity

in the province goes, the dredging has to follow already established guidelines. Those guidelines can be covered if the proponent wishes to dredge and dispose of the water in the open water or—

Mrs Grier: Proponents intend just to leave things as they are, fill on top of the contaminated sediments and not take any action to remove them.

Mr Bishop: I am just saying that as far as generally across the province, there are some rules in place for handling contaminated sediment.

As far as the effectiveness of the wisdom of actually dredging sediment in any location around the Great Lakes, I am sure you are well aware of the amount of debate that takes place on that and specifically took place three weeks ago at the biennial International Joint Commission meetings. The jury is out. I mean dredging is one thing. Where you put the dredging and how you handled that and how much environmental impact you cause within that harbour where you are dredging is quite another matter. Probably David Guscott would be better equipped to handle the specific application of all of this to the Etobicoke situation.

Mrs Grier: Thank you.

Mr Guscott: David Guscott, central region. I am not sure that I can give particulars on that one, aside from saying that I think that those things have to be taken into account given the particular nature of the contaminants and the possibilities for cleanup later. In other words, if somebody were proposing to put dredged material on top of material, which would prevent its cleanup later on, and that was the recommendation of the RAP, I do not think that would be acceptable at all.

Mrs Grier: Can I just be very clear on that? You do not feel that it is acceptable to lakefill on top of existing contaminated sediments?

Mr Guscott: No, that is not what I said. I said I think that has to be taken into account on an individual situation. If the nature of those sediments is such that they will need eventually to be cleaned out, then you have take care of those steps initially.

I think on particular ones of the Etobicoke lakeshore though, Mr McIntyre has been dealing with that more directly than I have.

Mr McIntyre: Erv McIntyre, executive director, approvals and engineering. Mrs Grier, Jim Bishop mentioned earlier that the jury was still out on dredging and its overall effects. I do not think anybody will likely dispute that if your

contamination is high enough, you probably do not have any choice, you have to get it out.

When you are in the grey area, you may have many things that may say to you that I am better either not to touch it or to cover it up, with uncontaminated material so the contaminated material is not available to the chain of life that exists in a lake and, therefore, would be better for the overall environment to leave it alone and cover it up with a thin layer of something.

Therefore, when one is talking about lake-filling, I think you have to look at the kind of contamination it is. Am I better off if I cover it or do not cover it? What am I covering it with and what is its potential to cause any problems?

In dealing specifically with the Etobicoke situation, I am sure you are familiar with the report that has been put together in draft form and given to the council, that has been discussed with—

Mrs Grier: Final form.

Mr McIntyre: We are not accepting it as being final form until we get some kind of a resolution from council which, up to the present time, we do not have.

Mrs Grier: I see.

Mr McIntyre: The report was done for the council, as you know. It was subject to the steering committee with public participation on it and there was quite a number of meetings that took place as a result of it, as the consultant consortium prepared their ideas and their plans, there was quite a lot of discussion took place on it.

We will be providing our comments back to the municipality. They will be available to you. If you wish a copy, we will be happy to send them to you, we hope in about a month, and they are being co-ordinated within the ministry so that we have everybody's comment, get back to the municipality before they make a decision.

Mrs Grier: So you would not anticipate a decision from the municipality before they have your comments.

Mr McIntyre: I certainly hope not.

Mrs Grier: I would really appreciate a copy of those comments when they become available.

I would like to explore a bit of it. I do not understand the technologies of dealing with these sediments. As a lay person, I assume that if you have contaminated sediment and you put something on top of it, you are going to squish it out the bottom into some other area. If you are going to do the covering technique, and I have read a recent report from Michigan on a number of

options to deal with contaminated sediments, am I right in assuming that you have to somehow coffer the contaminated sediments and then put the material on top?

Mr McIntyre: If you allow me to not have my comments reference this particular area, but rather deal with sediments in general.

Mrs Grier: Yes, I am talking generally.

Mr McIntyre: It will depend upon the nature of the contaminants. You may be able to do something like putting a semi-impervious layer around the outside, placed very carefully, before you put things into the centre of it. In other words, the manner of placement of the material, because when you talk about squishing, what we are really saying is that as you pile things are you going to squish the bottom part out. Obviously, I am not always going to do that. I can pile things on this floor and I am not going to move the carpet sideways. It is going to stay where it is.

If you think about the bottom material, if it has a reasonable structural ability to support weight, which is what we are talking about, then it will not squish out. It will basically stay in place.

Mrs Grier: So you are saying the contaminated sediments are sometimes hard in nature?

Mr McIntyre: Absolutely.

Mrs Grier: How do they get resuspended?

Mr McIntyre: If your contamination is, for instance, metals, they can be suspended by wave action. We are talking about very small—I am trying to give you a little thing and it is much smaller than that—we are talking little, wee, very fine particles, but when you have them in layers, they can be compact.

Mrs Grier: Thank you very much. I am sure there are other questions.

Hon Mr Bradley: You have forewarned us of your interest in pursuing it when we get down to the specific sections on environmental assessment. I would be interested in your observations for the committee on the management option that was used and what you see as the strength and weaknesses of what has happened in that particular instance.

Mrs Grier: I sent you a letter last week expressing my abhorrence at the consultant's report which I think is one of the weakest documents that has ever been presented and I do not know what you paid for it but I hope it was not too much.

Hon Mr Bradley: They paid for it but I would be interested—

Mrs Grier: No, the Ministry of Northern Affairs paid for it and the Ministry of Natural Resources paid for it.

Hon Mr Bradley: I would be interested in pursuing that at that time as well because sometimes you learn from those experiences as to what works and what does not work and that would be very beneficial.

1730

The Vice-Chair: I must remind members that we have another 15 minutes to go and we will be breaking at 5:45 pm for an anticipated vote in the Legislature.

Mrs Marland: I want to get back to the broad issue of the Great Lakes and in particular, Lake Ontario. I did say yesterday that I really would be happier seeing our Ontario government being more proactive in terms of involvement and working with the International Joint Commission on the Great Lakes water problems.

It is always so horrific when people keep asking the question about what it is that we are sitting back watching, particularly New York State, contribute to Lake Ontario directly, and of course any number of states contributing directly through their ambient air and the emissions into that air. How well we all know how it travels, unfortunately, into our water.

I would like to know how much and in what way your ministry is contributing to the study and cleaning up of the joint international waters. As part of that answer, if you want to give me the details another time of the list that I gave you yesterday, the Detroit-St Clair-St Mary's rivers improvement team, the Niagara River improvement team and the Great Lakes section of the water resources branch, that detail, if you can give it to me in writing, but just overall, I would like to know the answer to the first question.

Hon Mr Bradley: We play an extremely significant role in that we are the operational body. I remember I was being asked a question in the House at the very time that the former federal Minister of the Environment was down in Toledo with the member for Etobicoke-Lakeshore; not with her, but she was there too.

Mrs Grier: I can assure you we travelled in separate boats.

Hon Mr Bradley: The bulbs were flashing and the cameras were a'rolling, and I was thinking at the time, "A great announcement; guess where the bill is coming?" And it was, of course, to Ontario.

We are very much involved in the operations. The water and sewage, particularly the sewage

treatment, and remedial action money that we have put out is designed specifically to clean up waterways, and the major waterway, naturally, is the Great Lakes.

In terms of the Niagara River, I outlined a pretty substantial cutback in the contribution that Ontario made to problems in the Niagara River, which is a major source, largely from the American side. Our contribution will again be dropped—I am talking about our contribution of pollution now, not a contribution of money—

Mrs Marland: I know you are.

Hon Mr Bradley: —in terms of the Anger Avenue sewage treatment plant in Fort Erie being upgraded to a secondary sewage treatment plant. There are other treatment plants for which the plans are now in effect. The regional municipality is bringing forward its proposals and we are quite prepared to fund those.

Walter Giles, associate deputy minister, who deals very often on an international basis and a national basis, and Ken Richards from that office, would I think want to elaborate for you on the specific actions that are being taken. So perhaps Walter first.

Mrs Marland: Excuse me, because you cited an example in the Niagara River, I want to also seek an answer. You have just reminded me of a question about the situation in Kingston. I do not know if these gentlemen have that answer, but I would like an answer about the fact that the city of Kingston has been looking for funding for the upgrading of their sewage treatment plant. They have been under tremendous pressure by the Ministry of Housing to approve more housing units and apparently their whole redevelopment downtown and their new development in the outskirts of the city has been held up in a very major way for the last three years because they were promised funding for an expansion and they did not get it. I am just wondering whether that totally falls directly within your ministry. If you are able, could you comment or could somebody comment on this tomorrow?

Hon Mr Bradley: I will take the second one first and then I will go back to these two gentlemen, but the second one first in terms of Kingston.

It goes back to the priority committee that we set up to evaluate these. What you are talking about there largely, as you are describing it, is development. We have to ask ourselves the question, I suppose, who should pay for the benefits of development. Who is going to benefit from the development? Who should pay for that?

Mrs Marland: Excuse me. Apparently in that case they have a capacity.

Hon Mr Bradley: Yes.

Mrs Marland: They do.

Hon Mr Bradley: I recognize that, but as compared to the gentleman who sits beside me and has some municipalities or the gentleman sitting over here who has some municipalities where it may not be growth, it may be an existing environmental problem that has to be met. So when we allocate the funds, we say in effect, "We're going to choose those which are most environmentally sensitive and we're going to choose those which are most health related before we go into others."

I know the dilemma you are up against. On one hand, one division of the government is saying: "We want low-cost housing. We want affordable housing." On the other hand, our ministry's main priority is going to be environmental improvements and health improvements, so everybody gets on a list. We sent out a letter which says, "You are eligible," but it also says: "That doesn't mean you are getting the funding yet. It means this project meets the criteria for eligibility." Erv McIntyre briefly will bring you up to date on that because that is a valid question.

Mr McIntyre: I might give you an example of two areas very close to Kingston: one is the city of Kingston and one is Kingston township that is immediately to the west of Kingston. I am sure you are aware that the township of Kingston had a development levy for a number of years. It has been paying for its sewage treatment plant expansions, and they have been ongoing expansions. The city of Kingston has not expanded its works for a number of years.

Likewise in your municipality in Peel, you are aware that the development levies—Peel has enough money that it is ongoing with the expansion of the Lakeview plant and the Clarkson plant. The revenues are there to do it. It is not a matter of having to say, "I can't afford it because the province won't give me any money."

Certainly in this aspect what the minister has said is that we are encouraging the municipalities that, where development is coming, the person who gains the advantage is the one who should pay for the works. In our system, the priorities go to those municipalities that have a pollution problem not caused by development.

Mrs Marland: I will get the details again about Kingston—I really want to keep on the Great Lakes—but there is a particular detail about Kingston that has been raised. Their facility is

eligible for the higher rating, which will allow them to increase the capacity, and for some reason the ministry is not giving it to them. I do not have the report in front of me, but it is a very serious question on behalf of the city of Kingston.

Mr McIntyre: My knowledge of that project suggests that if they are going to secondary treatment, because it is only a primary plant that is there at the present time, that portion that is for the existing development will get the higher rating. You are talking about the higher percentage of grant; not the higher rating, but the higher percentage of grant.

Mrs Marland: Yes.

Mr McIntyre: But that portion that is for development will not get the higher rating, so you end up with a blended assistance plan.

Hon Mr Bradley: In terms of the Great Lakes themselves, and we may want to pursue this further, I can give you one excellent example of getting into what you are seeking to achieve. We get into the Niagara River agreement and get into an awful battle with everybody over that on who wanted what in it.

Nobody wanted to put down specific gates. Nobody wanted specific percentage reductions. Nobody wanted to make any reference to the toxic waste dumps on the other side. Nobody—and when I say "nobody," I mean except Ontario—really wanted to get into the detailed monitoring so you can measure if you have made any progress.

I held out and I got a heck of a lot of criticism from some who said, "You are going to spoil it. There's not going to be any agreement," including my friend and former federal colleague who went down to Washington and denounced me in Washington for torpedoing the agreement and said, "Jim Bradley's environmental standards are too high," to which I pleaded guilty as Environment minister.

Mrs Grier: Your finest hour.

Hon Mr Bradley: You said it. I did not.

The problem was that when you are dealing with these people, you have to be tough in dealing with our American friends. You know who really appreciates it, Mrs Marland? The people responsible for the environment. Hank Williams publicly said after, "If it weren't for Ontario holding out for all these demands, we would have had an agreement in the Niagara River that was totally meaningless." That is an example of the way we have to effect those agreements.

Walter Giles is going to elaborate on some of the things we are doing, contributing to the Great Lakes.

Mrs Marland: How much money is being spent on the study and cleanup?

1740

Mr Giles: In response to the question that you asked yesterday, we do have a breakdown of the funding by both the provincial and the federal governments. Under the beaches program, we are contributing \$1.2 million; the Ontario contribution to the jointly funded soil conservation program is \$500,000—that is from the Ontario Ministry of Agriculture and Food; the RAPs, as we have heard previously, \$2.1 million; the Great Lakes section of water resources branch is \$5.7 million; the Niagara River is \$700,000, and the Detroit River/St Mary's is \$700,000, for a total of close to \$11 million that we are contributing directly in those programs I have just mentioned.

The contribution from the federal government in the same program areas is \$1.6 million. Those are the dollars as we have them today.

Hon Mr Bradley: Those are directly related to the operational people who are dealing with the specific programs. Then you add on top of that the provincial contribution to sewage treatment upgrades—that all goes into the Great Lakes—and you find out you are really into tens of millions and hundreds of millions of dollars with the ongoing projects.

Also, much of it has to be measured on what we are compelling companies and other sources to do. That is, of course, when you deal with upgrading and changing control orders to force companies to spend more money both in terms of the air emissions that land of the water and the direct effluent emissions. You are really into a situation where hundreds of millions of dollars are being spent on it, tens of millions by the provincial government, and that is generating hundreds of millions of dollars being spent around the Great Lakes on Great Lakes improvement.

Unfortunately, I remember seeing that the American Congress had cut back on sewage treatment funds a couple of years ago, at the very time some of those municipalities were trying to improve their performance.

Mrs Marland: Does Congress fund the local municipalities through the state?

Hon Mr Bradley: Yes. They can do it.

Mrs Marland: Have they done it?

Hon Mr Bradley: They have, but they start to cut back on that when they figure there is something else to spend it on.

One thing I can say that may be helpful. This is international, really international to international Canada-US. Perhaps with a little bit of the thaw taking place in international relations, more of the moneys which were devoted to defence in the United States may now be channelled into other things in the US. Defence consumed a great portion of the budget in the US because they felt they had to maintain world security and so on. With a lessening of those tensions, some environmentalists in the US and some in the Congress are hopeful that some of those moneys can be diverted to dealing with the Great Lakes problems.

We are dealing with several jurisdictions, I think eight states, around there, essentially Ontario and a little bit Quebec, but Ontario and the federal government dealing on our side. Our contribution is extremely significant in this regard, but I think what is most important is seeing what we are forcing others to spend to clean up in terms of the Great Lakes.

Part of it too, as was mentioned, that we do not think of is the farm runoff and trying to deal with pesticides and herbicides and just the way people manage their farms. Farmers are much more interested now in how they can improve and contribute to the improvement of Great Lakes quality because they know some of that is coming from farm land and surface drainage in the cities as well.

My greatest concern, obviously, continues to be those toxic waste sites which are adjacent to the Niagara River under the jurisdiction of New York state and the US Environment Protection Agency. They are making some progress in the courts, but there is reluctance on the part of the companies to comply unless forced to by courts. Second, there is the concern that they do not get the resources they need in some of those adjoining states to carry out their responsibilities. I wish they did. I feel sorry when I meet with some of these people and they tell me their budgets are being cut back at the very time when they need more expenditures.

The other thing that would benefit is our enforcement activities—compel our companies to improve their performance—because they are not always viewed with great love, I can tell you that. You should hear some of the names they call the investigations and enforcement branch people when they show up at places. But that helps to

bring companies more into compliance with the laws of Ontario.

I guess we have a vote.

The Vice-Chair: Thank you, Mrs Marland. We thank the minister and all staff. We will now adjourn this committee meeting, it being 5:45 and we going in for a vote.

Hon Mr Bradley: I wish we could go all night.

The Vice-Chair: I appreciate your enthusiasm. We will reconvene Tuesday 7 November after routine proceedings or in the area of 3:30.

The committee adjourned at 1746.

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Chair: McCague, George R. (Simcoe West PC)

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Matrundola, Gino (Willowdale L)

Miclash, Frank (Kenora L)

Neumann, David E. (Brantford L)

Philip, Ed (Etobicoke-Rexdale NDP)

Roberts, Marietta L. D. (Elgin L)

Substitutions:

Adams, Peter (Peterborough L) for Mr Miclash

Grier, Ruth A. (Etobicoke-Lakeshore NDP) for Mr Philip

Marland, Margaret (Mississauga South PC) for Mr Eves

Pelissero, Harry E. (Lincoln L) for Mr D. R. Cooke

Poole, Dianne (Eglinton L) for Mr Neumann

Also taking part:

McGuigan, James F. (Essex-Kent L)

Clerk: Brown, Harold

Witnesses:

From the Ministry of the Environment:

Bradley, Hon James J., Minister of the Environment (St Catharines L)

Bishop, Jim, Director, Water Resources Branch

Guscott, David, Director, Central Region, Operations Division

Balsillie, Dr David, Assistant Deputy Minister, Environmental Services Division

Posen, Gary, Deputy Minister

McIntyre, C. E., Executive Director, Approvals and Engineering Division

Giles, Walter, Associate Deputy Minister, Intergovernmental Relations and Strategic Projects Division



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Official Report of Debates

Legislative Assembly of Ontario

Standing Committee on Estimates

Estimates, Ministry of the Environment

Second Session, 34th Parliament

Tuesday 7 November 1989



Speaker: Honourable Hugh A. Edighoffer

Clerk of the House: Claude L. DesRosiers

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Contents of the proceedings reported in this issue of Hansard appears at the back, together with a list of the members of the committee and other members and witnesses taking part.

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LEGISLATIVE ASSEMBLY OF ONTARIO

STANDING COMMITTEE ON ESTIMATES

Tuesday 7 November 1989

The committee met at 1543 in committee room 2.

ESTIMATES, MINISTRY OF THE ENVIRONMENT (continued)

The Chair: As we commence the further consideration of the budget of the Ministry of the Environment, I will just remind the members that we have time remaining of 10 hours and 31 minutes, if we get it all in. The Liberals have three hours and 33 minutes, the New Democratic Party three hours and 13 minutes and the Progressive Conservatives three hours and 46 minutes. We will not get the full 10 hours and 31 minutes as we proceed. We meet, as you know, today and tomorrow and Tuesday and Wednesday of next week and wind up the estimates at six o'clock that evening.

The first question I have a request for is from Mr Miclash.

Mr Miclash: Minister, you mentioned earlier on that your ministry quite often has effects on other ministries within government. I am sort of interested in the mining industry and the environmental assessments that are involved when a mine is looking at going into production and some of the requests that your ministry makes of it. I just wonder if you could elaborate on how that occurs and how you see that as possibly affecting the mining industry.

Hon Mr Bradley: Ordinarily what happens is that when a proponent comes forward with an idea for a new mine, to develop a new mine and to put it into operation, there is consultation with the Ministry of the Environment. We look carefully at their proposal, from the point of view of what its impact is going to be on the environment, and from there we will find, from time to time, that people will either make a request for either further consideration on an informal basis from the Ministry of the Environment or may request that it be designated under the Environmental Assessment Act.

This does not happen frequently; at least it has not happened frequently in the past. One instance where it has, of course, is the Shoal Lake area where Consolidated Professor Mines had a proposal for a mine and there was a request for designation under the Environmental Assess-

ment Act. I agreed to that designation. I designated under the Environmental Assessment Act, in fact, so there could be consideration of all aspects of that potential mining operation.

The concern, of course, arises mostly for people in the Winnipeg area. As you would know, the Winnipeg water supply comes from Shoal Lake so people have a natural interest in that area in the water quality in Shoal Lake, and for that reason we have the designation. The company goes through the procedure of developing its environmental assessment document. It is circulated to the various ministries, and other agencies, which then have comment on it, and when they have completed the comment there may be a request for an actual hearing or there may not be.

Ordinarily, in that kind of instance, one would suspect there likely would be. Certainly the people have indicated that. Because it is interjurisdictional—in other words, in this case the effect is on another province—we have certainly attempted to accommodate, and will attempt to accommodate, the people of Winnipeg in this particular hearing so they can participate in a meaningful way as well.

I realize that those in the private sector are not always pleased or overjoyed by the fact that something is designated under the Environmental Assessment Act, but certainly we have an increasing number of requests in that regard, particularly where there is a potential impact on a waterway or simply on the environment around. Our environmental assessment branch expects that is going to be the case. I have the right as minister to determine in the private sector, after some considerable information is provided to me, whether or not to specifically designate it under the Environmental Assessment Act or whether we would be in a better position simply to evaluate it, have our ministry evaluate it, have other ministries evaluate it, but not formally under the Environmental Assessment Act. In that case, we did.

I think more and more people are concerned about that, the potential impact. Perhaps people in the past have not been. We will find, I think, when there are interjurisdictional concerns, that we will likely get those kinds of requests. I want to assure you that there is careful consideration

given to the whole issue before there is an actual designation. In some cases it is appropriate; in some cases it may not be appropriate. There may be no apparent impact and no people who are expressing a concern about that impact. In other cases, there will be and we have to give careful consideration. My ministry and others make recommendations to me and then we proceed.

Mr Michlash: Do you see this as setting a precedent in the mining industry?

Hon Mr Bradley: Certainly in years gone by there has not been an application of the Environmental Assessment Act to the private sector, in private sector development, so from that point of view it probably is breaking some new ground, but I think we have to recognize that as we go into the 1990s, which are not that far away, more and more people will probably be looking at the environmental impacts of potential projects and proposed projects.

One of the exercises with, of course, a roundtable approach is, with a sustainable development approach is, what is the impact on sustainable development, on sustainability—let's put it that way—of such a proposed development? We have to determine what in fact is the effect on the environment. We know that economically it may have some benefit. What we want to be assured of is, environmentally is it going to be acceptable?

So I think that you can expect that there will be people who will continue to ask for designations. Sometimes what happens is they will say, "We'd be interested in a designation." Then you will find that the proponent makes certain changes to the proposal or makes modifications that are acceptable to the people who have asked for a designation. They will send me a letter and say, "We withdraw our request for a designation because we feel that our concerns have been met." A lot of concerns can be met if there is some upfront consultation.

1550

I think the smart people in business these days are those who consult with the people around them when they are proposing a new project or an expansion of a project. They have a consultation with them, even a pre-environmental assessment consultation, determine what the concerns are, attempt to meet those concerns as they see them and, if they are able to do so, they will often find they are not subject to a request. If they are not, where there are matters of dispute that are ongoing and are significant, you will find that the request for designation is certainly going to be

pursued, and then I have to make a decision on that.

The Chair: I understand that a group in the three caucuses, Mrs Grier, Mrs Marland and Miss Roberts, agreed that we would talk today about waste management, but of course you cannot control what people ask. Anyway, as much as you are able, please ask questions about waste management.

Mrs Grier: I thought I would start off discussing waste management by picking up on the questions that I asked the minister in question period today. In his opening statement to this committee, he talked about the environmental security fund and the \$20 million that had been allocated and mentioned the Smithville PCB cleanup.

I am wondering if the minister could reconcile for us the \$20 million that is available for the environmental security fund, the estimate that the Smithville cleanup has already been slated to cost about \$48 million and the report I referred to today, and which I gather the minister has had since last June, that talks about a much more severe problem than we were aware of and presumably a greatly increased cost. Can the minister tell us how much he thinks the ultimate cleanup of Smithville will cost and whether he has the money to do it?

Hon Mr Bradley: I could not make the prediction on the ultimate cost. To do so, I think, is probably unwise. I can assure you of one thing, that if I predict the highest figure, those who are looking for a contract to clean up will have that figure and higher. So it is often dangerous ground to get on, to start speculating about very high figures in that regard.

I can indicate to you that we have allocated a considerable amount of money out of that fund and other funds so far for the purposes of determining the extent of the problem, addressing the water supply problem in that specific area.

As you know, the ministry has let a contract to a company to destroy the PCBs which have been recovered to this point in time and secured, and I can tell you that we are prepared to proceed with that if it is approved by the Environmental Assessment Board. The environmental assessment hearing will take place and the people will have an opportunity to express whatever concerns they have, whatever views they have to that particular board. The contract was let at a cost, I think, of \$13.7 million, in that area.

I have indicated on many occasions, and there has been speculation for some period of time,

that the cost ultimately would exceed that amount. That is why we asked for further studies and will do further studies to determine the precise extent of the problem and some of the suggestions which would be made for addressing the problem; in other words, what are the specific techniques which would be most useful in meeting the concerns that we would find in that area? We are prepared to proceed with that.

Our government has indicated a willingness to provide whatever funds are necessary to meet contingencies. We allocate within the budget some \$20 million a year for those purposes, but what I have found is a pretty clear indication that if there are further funds that are required in any specific project, the Management Board of Cabinet and the Treasury are prepared to provide those funds.

Mrs Grier: I just wonder if the minister could be a bit specific. He says that a considerable amount of funds has been allocated in this budget year. We are discussing these estimates. Can the minister tell us precisely how much has been allocated to Smithville in the budget that we are discussing?

Hon Mr Bradley: I know that we have spent \$6 million to date and the contract is, as I say, about \$13 million. As to future problems, they are to continue to be defined. We have to define specifically what those problems are and then we are prepared to allocate whatever funds are necessary. André Castel, from our finance department, is prepared to provide some further elaboration.

Mr Castel: As you know, Mrs Grier, we have a budget of \$20 million for the security fund and we are estimating that for Smithville for this current year we will need approximately \$4.5 million, and this funding is available.

Mrs Grier: Does that include the contract with Environmental Services Co Inc?

Mrs Reid: No.

Mrs Grier: That is excluding the Ensco contract?

Mr Castel: Yes.

Mrs Grier: So the \$4 million would be for testing and—

Mrs Reid: I am Julian Reid, assistant deputy minister, operations. The money allocated this year would be for management of the site, studies, pumping out the aquifer, cleaning the water, providing service to the citizens around.

Mrs Grier: That, I take it, is all related to the work that was being done on the first level of the aquifer?

Mrs Reid: That is correct.

Mrs Grier: Since receiving the report of the bedrock remediation panel, which is dated last June and which talks about the deeper aquifer and the much bigger problems that have been identified, have any additional funds been allocated or have you any estimate of what the cost of monitoring and finally determining the nature of that problem would be?

Mrs Reid: We have not got an accurate cost estimate at this time. It will probably take some time to figure out exactly how to go about cleaning up the PCBs in that area. I am confident that over the period of years it will take, we will have sufficient money to pay for it.

Mrs Grier: Of the work items that were suggested by the remediation panel, has any decision been made—perhaps this is a question for the minister—on whether the testing and monitoring that was recommended by that panel would be undertaken, and if so, when it might be expected to start?

Hon Mr Bradley: I expect that we would see some considerable testing taking place at the earliest opportunity. It depends on how it is affected by the actual destruction that would take place when you have the destruction machine in, I would have to say, if it is approved by the Environmental Assessment Board. We would include that in subsequent years' budgets. I have certainly approved this testing already at the management committee meeting of the Ministry of the Environment. In any management committee meetings, I have always indicated an approval of any such testing that has to take place in the future, and whatever costs that incurs, of course, we will meet those costs.

We want to determine, as I say, the precise problem and we want to determine the best ways of tackling that problem. As you understand, I hate to throw a ballpark figure out there that everybody will reach for, but suffice it to say that when we determine that, we will go to Treasury and Management Board and indicate that is the amount that is required, and I am sure they will look favourably upon our request.

Mrs Grier: But the testing and monitoring of the deep aquifer that was recommended in June you indicate has begun and you have approved the financing for that.

Hon Mr Bradley: We have approved the financing for that at the present time and that has been approved by me.

The Chair: Mr Neumann had a short supplementary.

Mr Neumann: It is on the whole question of PCBs. I will leave it to later in their time, because I could go on a little bit at length.

Mrs Marland: I think I would like to get to the waste management subject directly.

First of all, we had a major announcement by the Premier (Mr Peterson) on 2 August with regard to waste management in the greater Toronto area, and I asked the minister whether he had been consulted before that announcement was made. The announcement was that the interim landfill sites in the greater Toronto area would be subjected to the terms and conditions of the Environmental Protection Act and exempt from the Environmental Assessment Act. I want to ask the minister, again very directly, first of all, was he consulted on the decision to exempt the interim landfill sites from the Environmental Assessment Act?

Hon Mr Bradley: We discuss all of these matters in cabinet. I am not at liberty to go into specifics. You would not want me to go into specifics of cabinet, but I can assure you that all such matters are discussed by members of the cabinet when major decisions are made by cabinet.

1600

Mrs Marland: Okay. You are the Minister of the Environment. I am asking you: As Minister of the Environment, do you support the exemption of interim landfill sites in Ontario from the Environmental Assessment Act?

Hon Mr Bradley: That is the policy of the government, as agreed to with the GTA areas. As you know, there will be a hearing before the Environmental Assessment Board to determine whether any of the sites specifically would meet the criteria of the Ministry of the Environment and other ministries. No site would be approved by the Environmental Assessment Board, one would anticipate, that does not meet those criteria.

You would know also, Mrs Marland, that your leader has consistently berated me for the fact that no sites have been approved, he says, in a number of years.

Mrs Marland: I think, with respect, Mr Bradley—

Hon Mr Bradley: No, no; you cannot get away with that.

Mrs Marland: Okay. We will see what we get away with.

Hon Mr Bradley: Your leader has consistently said that the problem with our government is that waste management facilities are not being

approved. You cannot get up in the House one day and say that and get up in the House another day and complain about how long it took in Halton and how long it took in other areas and then turn around and say, "But, you know, we don't want you to do anything that would slow the process down."

Mrs Marland: This is a discussion, a question and answer period between you and me, and I do not appreciate your staff laughing. Let me just be quite direct about this—

Hon Mr Bradley: But you are saying—

Mrs Marland: Let me be quite direct—

Hon Mr Bradley: You are talking about—

Mrs Marland: Do I have the floor or do you have the floor?

Hon Mr Bradley: You say you agree with the Premier. I guess I could ask, do you agree with your leader? You cannot just say on the one hand—

Mrs Marland: Okay. I will answer your question. I will surprise you.

Hon Mr Bradley: —say to me in fairness—

Mrs Marland: I will answer your question, Mr Bradley.

Hon Mr Bradley: In fairness, you cannot say to me on one hand, "Well—

Mrs Marland: Okay. Let me answer the question. I do agree with my leader. When my leader has stood in the Legislature and complained that this government has not approved any landfill sites, he is not saying, and never once has he said, that landfill sites should be exempt from the environmental assessment process.

Hon Mr Bradley: He is the one who used to exempt them consistently.

Mrs Marland: What he has said is this: He has said that he is concerned about the length of time the process has taken. There is not any one of us who works with this issue, either municipally or provincially, or, I am sure, in the ministry and in the industry that is responsible for the waste management crisis in Ontario, who would not agree that the process has to be shortened and expedited. It does not mean that it has to be less thorough. The fact that it—

Hon Mr Bradley: That is not—

Mrs Marland: Excuse me, may I finish?

Hon Mr Bradley: —very easy to do that, because—

Mrs Marland: May I finish?

Hon Mr Bradley: —on one hand, it is easy to say—

Mrs Marland: Mr Chairman, may I finish?

The Chair: I am going to have to scold both of you. You are both interrupting. Mrs Marland, would you please finish your question and I will try to keep the minister at bay here until you do?

Mrs Marland: It is a very important issue. The fact of the matter is, everybody acknowledges that the process takes too long. That is one of the reasons I thought we had the environmental assessment program involvement project in place. I thought it was one of the reasons that the ministry was interested in suggestions.

The fact of the matter is that the process could be expedited, not necessarily shortened in terms of the in-depth study. What has to happen in order to expedite a process is that sometimes more staff have to be put on it for a specific area.

I would like to get back to the question that I asked you, as minister. Your position is that the government has agreed to exempt these interim landfill sites. My question to you is, as the Minister of the Environment, do you agree that it is all right for interim landfill sites to be processed under the Environmental Protection Act?

Hon Mr Bradley: Certainly it was all right for a number of years when your party was in power, because I can well remember that in the city of St Catharines you provided an exemption for the St Catharines landfill site, an exemption which I certainly will not grant to the city of St Catharines for the purposes of its landfill site when it is talking about long-term expansion. I have indicated clearly that there would not be an exemption for that purpose.

To look at this specific area, I am saying that the GTA people got together, the various municipalities, including your municipality, and said, "We would like to work together," and the government encouraged this, to find two things: first of all, and most important, a long-term solution to their waste management problems. That was in all of the regions which were mentioned, which includes Peel, Halton, York, Durham and Metropolitan Toronto.

People like Richard Gilbert will tell me on many occasions that if we are to meet the problems that are out there, there is simply not time to go through anything other than the Environmental Protection Act hearings at best, but I think the member would not want to give the impression to anyone in this room or anyone reading Hansard that the Environmental Protection Act does not take into consideration all environmental aspects of a particular site and a site cannot be approved unless it is environmen-

tally acceptable. That is for a short-term site which will be used for a short number of years.

The long-term site, where there is sufficient time and where one would say fairly, I think, that there is not any crisis situation existing, will go through the full waste management process, which is an Environmental Assessment Act hearing, and it will go through the waste management master plan study that is going on. I think that will be beneficial to the area, but yours has been one of the municipalities that has complained about the fact that time is a problem for it.

The other thing I would say is that it is difficult—

Mrs Marland: Just let me get in.

Hon Mr Bradley: They have been concerned about it. They have expressed that concern.

Mrs Marland: Oh, listen. It is—

Hon Mr Bradley: And I have said it and I look at it and say, "Well, you say that you add staff here and you add staff there," but I also sit in the House and listen to your party get up and complain about the fact that this government has added so many civil servants and is spending so much money. Then we get into specifics and you want us to spend more money and have more staff.

I would suggest to you that if it were that easy simply to hire more staff to expedite processes, then governments would be attracted to that, but that is not the only problem. We are dealing with difficult problems. We are dealing with people who have honest disagreements with the sites or methods that are chosen by the proponent and for that reason we have to take those into consideration.

Mrs Marland: If you want to take up a real debate, we could debate about my municipality, the region of Peel.

Hon Mr Bradley: I understand.

Mrs Marland: If people from the region of Peel were here today, they would tell you that they have been blackmailed into the position of having to be part of the GTA. The region of Peel had its own house in order. They had their own site selected. They were on their way to their environmental assessment hearing, albeit with one site, the same way the Ontario Waste Management Corp is on its way to its environmental assessment hearing, albeit with one site.

At the 11th hour, they get a notice of order from the Minister of the Environment that they cannot proceed to their environmental assessment hearing with one site, they have to bring in

all the other alternatives. There was a different standard suddenly developed for the region of Peel in its site selection than for our own government's Ontario Waste Management Corp site selection.

You have just mentioned in your comments short-term sites for a short number of years. Would you like to tell us what is a short number of years and what the definition is of an interim landfill site?

Hon Mr Bradley: Mr Posen, who has been directly involved in this process, will elaborate on this.

Mr Posen: The concept of interim sites has been developed for the GTA, and as the regional chairmen noted in their proposals, they have called for expressions of interest. Their intention is that there be a long-term waste management system in place in the GTA by 1996. We are looking at interim sites needed as individual regions begin to run out of landfill space in the early 1990s until 1996.

Mrs Marland: You have told me what the long-range plan is and that they hope to have full-term sites or alternative sites by 1996. What I am asking you is, what defines an interim landfill site? Are you saying that from 1990 to 1996 could be an interim site? Could an interim site be as long as six years if there is no alternative found? Could it be as long as eight or 10 years?

Mr Posen: I think the aim is to put in the certificate of approval either a date or a total volume approval so that it would be quite clear that the approval was for a limited period or a limited volume of waste.

Mrs Marland: Just to confirm what you have just said, you are saying that the aim would be for the certificate of approval to have either a volume, or a capacity, I suppose you mean, or a date. Before you get to the certificate of approval, you have already qualified that site as an interim site. Because it is qualified as an interim site, it has already been exempt from the environmental assessment process.

1610

Mr Posen: Yes, exempt from the environmental assessment process, but it is required to consider all the requirements of the Environmental Protection Act.

Mrs Marland: I understand that very clearly, but my concern, and the concern of the people I represent in Ontario, is that they are not happy that landfill sites are going to be exempt from the environmental assessment process, and if they

are, they want to know what kind of landfill site that is going to be.

You are telling me the kind of landfill site will be defined in the certificate of approval. What I want to know is, before it gets to the certificate of approval, when do you decide it is eligible to be an interim site? Are you going to say that we will exempt it from the EAA based on the fact that we are going to limit this site for a period of time? I want to know what the period of time is, or conversely, what the capacity is if you are talking about capacity or a date.

Mr Posen: The five regions know how much waste they are producing and how much capacity remains in their current landfill. On that basis, as that capacity runs out into the year 1996, they have determined what kind of interim capacity they are going to need. It is up to the regions to nominate interim sites, to bring them forward to the interregional group, the Solid Waste Interim Steering Committee, which is made up of the five regions with two provincial representatives, and have SWISC agree to those interim sites. On that basis the interim site will be sent to the province and considered under the EPA criteria for approval and go to an Environmental Assessment Board hearing on that basis.

Mrs Marland: What is the role of the Minister of the Environment in this process then? Certainly I understand very clearly what the plans are with respect to SWISC. Yes, they are to nominate interim sites, but who is it that is going to be responsible, as the Minister of the Environment or as the Premier of this province, to define what this government will accept as an interim site?

The regions are in a desperate situation. They may want to nominate something that is not entitled to be an interim site. That is why somewhere, somebody has got to stand up and say what an interim site will be.

Mr Posen: The agreement is that the site has to be environmentally acceptable. They understand the requirements of the Environmental Protection Act.

The ministry will be looking at it, first of all, to see if it meets those requirements and we will be ensuring that regional staff have provided the information to make us feel comfortable with the quality of the interim site. Then, if we have concerns or if we do not have concerns, that evidence, the material that has been developed by the regions, will be taken to the Environmental Assessment Board for a hearing and ultimately it will determine, using the Environmental Protection Act criteria, whether the site qualifies.

You cannot just nominate a site and say, "That's it; that's the site." There is a process that will occur to ensure that it is technically sound.

Mrs Marland: I will ask you a different way, because I am not asking about it being technically sound, I am asking about what is it that the Ministry of the Environment will accept as an interim site. I know it is subjected to the EPA, and I think I have made it very clear that is not acceptable to us, but if you are describing it as an interim site, are you willing to say that site will not be used for more than X number of years, or are we dealing with volume and capacity based on need as told to you by SWISC?

As the regions say to you, "This is the need we're going to have in the next six, seven or 10 years, by 1996," are you going to do everything that SWISC asks you to do? I notice that SWISC is totally regional people. I mean, who is responsible, environmentally speaking, for waste management in this province?

Mr Posen: SWISC will have to convince the Environmental Assessment Board that those sites are needed and it does that by showing the volume of waste that is being produced and what is going to be needed. Each region would have to do that on its own in any event and the approval will be limited to those volumes.

Mrs Marland: I understand that, Mr Posen, and maybe I have to ask the minister: Where is the responsibility between the Environmental Assessment Board, which has now been told that it can only look at landfill sites under the EPA, not under the EAA—where is your role as minister? Are you going to usurp all your responsibility between SWISC and the board, or are you, as minister, going to say the board may only look at an interim site under certain parameters, albeit you have already said under the EPA? How is the board going to know what will be an interim site? If SWISC comes to you and says it has X number of tons and it does not have an alternate site for six years, will you accept that?

Hon Mr Bradley: The board will have to make the determination. Our ministry comments on any proposals that come forward based on the evidence which is provided by the proponent. That is consistently the role of our ministry and that will be the role of our ministry. If the proponent comes forward and states, "This is what we determine our needs to be; this is what we determine will be the way we meet these needs," our ministry, as well as any other ministry that might be affected by this, but our ministry primarily, will look carefully at that and

comment upon it and either suggest that we do not agree or that we do agree. Then the board will render the ultimate decision that will come back to us. We do comment as a ministry and we look very carefully at each proposal that comes before us, as, for instance, the Ministry of Natural Resources might look at how something affects it and so on and so forth.

Erv McIntyre may want to elaborate a bit on that process, since he is the person most involved. I think it would be useful for the members of the committee to know and not simply cut off Mr McIntyre when he may be able to be helpful to us in this regard.

Mrs Marland: Actually, this is a political question between the minister and me. I am looking for the role of the minister.

Hon Mr Bradley: I know what you are looking for, Mrs Marland.

Mrs Marland: I am looking for a definition of an interim landfill site. If Mr McIntyre has that, that would be great.

Mr McIntyre: Under the Environmental Protection Act an application cannot be forwarded to the board until the ministry is happy with it and that is how the minister will ensure that the site is satisfactory in our respects.

Mrs Marland: How will the minister be happy with it? Will there be a definition of an interim landfill site?

Mr McIntyre: As the deputy has indicated, the sites will be sized to last not longer than the end of 1996.

Mrs Marland: Are we saying then that an interim landfill site that may be started in 1990 could be used for as long as six years?

Hon Mr Bradley: It would be difficult to predict that you could actually start a landfill site in 1990 if it is to go through the process, remembering, of course, that it has to be evaluated by the Ministry of the Environment and other ministries first of all. Second, because of the fact that it has to go through an Environmental Assessment Board hearing, it would be highly unlikely that you would see a site that would be on stream in 1990, so it is very likely that it would be less than the six years that has been suggested.

Mrs Marland: If it could be approved in 1991, are we saying that an interim landfill site, by your definition, could be for as long as five years?

Hon Mr Bradley: That remains to be seen. That is a possibility, but it remains to be seen.

Mrs Marland: It is incredible. Can I ask it just once more very straightforwardly to you? As Minister of the Environment, do you have a definition of an interim landfill site?

Hon Mr Bradley: That will ultimately be determined by the Environmental Assessment Board, which will decide what it considers to be an interim landfill site.

Mrs Marland: Okay, so you, as minister, do not have a definition? The definition of an interim landfill site is going to be up to the board; it is not up to the Minister of the Environment.

Hon Mr Bradley: The board ultimately will make the decision. If I were to make the decision, you would complain; if the board is to make the decision, you are not going to be happy; so I would suggest you are not going to be happy with either. But Mr Posen may be able to elaborate on this.

Mrs Marland: No, you do not know what would make me happy.

Mr Posen: It is not clear, Mrs Marland, in what sense you are looking for a definition of "interim." In a sense, it is a special designation that has been made available to the GTA because of the very unique nature of that interregional exercise. It is the first time we have taken five major regions and asked them to work together on a solid waste management system in trying to develop the economies of scale that go with something of that size and complexity.

1620

Mrs Marland: Let me make it very clear for you, when you say I do not make it very clear about what my question is. There was an announcement made on 2 August this year by the Premier of this province—which in itself is notable; it was not made by the Minister of the Environment, it was made by the Premier—that in the greater Toronto area, interim landfill sites would be exempt from the Environmental Assessment Act. It was a major announcement.

It is up to the Ministry of the Environment, I would say, or maybe I have to ask the Premier this question, since he made the announcement. It is his statement, in black and white, that says that these kinds of sites will be exempt from the EAA. I am simply asking the minister today, if the statement says that interim landfill sites will be exempt, I am asking you to tell me what an interim landfill site is.

Mr Posen: An interim landfill site is a site needed by one or more of the regions in the greater Toronto area because existing sites are filled. It is interim until 1996, or sooner,

whenever they will have their long-term waste management plan in place.

Mrs Marland: And if they do not have their long-term waste management plan in place by 1996, an interim landfill site could go on longer.

Mr Posen: We have no reason to believe that it will not be in place by 1996.

Mrs Marland: No, but I am just saying—

Hon Mr Bradley: In fact, one of the key components of that is the fact that we have encouraged them very strongly, and I must give one of your municipalities credit—and I know that in the House today you are paying tribute to some of those people—that there are very significant efforts being made now to reduce the amount of garbage that will go into landfill sites or incinerators. There is some tremendous work going on in terms of recycling, not just the regular things that we started out with but some of the projects that are taking place in Halton, Peel and other jurisdictions, which I think has been very beneficial.

I think you will see that they will make a genuine effort to avoid even that need, if they can, but of course we have to be ready for that eventuality.

Mrs Grier, do you want to ask a question?

Mrs Grier: I wanted to get in on that whole aspect, but did you say there is someone else first, Mr Chairman?

The Chair: Yes, Mr McGuigan and then you, Mrs Grier.

Mr McGuigan: Last Saturday morning I attended a meeting of the Windsor-Essex waste management committee, chaired by Greg Stewart. They had a number of concerns, although I must report that the chairman ended it on a conciliatory note that it was a matter of trying to find solutions to the problem rather than a matter of confrontation.

They are concerned, as others have been, with the slowness of the master plan that they are trying to develop and some of the uncertainties about that master plan. I hope that the minister can make some comments.

They, like others, complain about the length of time of the environmental assessment process. I explained that it was a very complex process designed to do away with the mistakes we have made in the past by not having these types of in-depth studies on matters.

They brought up the matter of wanting more capital to carry out their various programs. I explained the dilemma that you or any other minister faces regarding capital, the limits of

taxation and the problem we have in cleaning up the neglect of the last 100 years. I do not say that in a political sense, because we did not know we were creating these problems, or at least generally we did not know it. I am sure there were perhaps some people in some scientific areas who knew what was happening, but certainly we did not know it. There is the problem of trying to clean up those, as has been mentioned, for instance, the Smithville site, and at the same time taking steps to prevent these things from happening in the future.

They mentioned also that we need restrictions on the generation of waste. I guess there are areas about which I would certainly agree, but I did point out, from my own knowledge of the food industry and the system of distribution of our food, that with respect to what might appear to be—and perhaps sometimes is—overpackaging, at the same time, in our very complex food production system, where the producer and the consumer are a long way apart and we are producing very perishable items, it is a matter of public health that we use the packaging that we do.

I remember attending the estimates of the Ministry of Health back in the mid-1980s. There was a fair movement on at the time of going back to the cracker-barrel system of distribution where you reached into the cracker barrel, as they did 50 or 60 years ago, and you pulled out your requirements. You left your germs in the cracker barrel. You might cough over it and so on. Today, it all comes in small, consumer-sized units packaged to keep out germs.

I remember there was a lady doctor who was part of the process. She did not bring it up during the estimates, but I was talking to her afterwards. This was an older lady, and she said that before we had the amount of packaging that we have today, she recalled that there were an awful lot of children who died from intestinal enteritis—I guess in plain language that is a food poisoning type of thing—because of that old-fashioned system that did not use the amount of packaging we use today.

There are areas that come to mind where perhaps we should be looking at restrictions. I was on a visit in north Toronto this summer at a wedding reception in a very rich area, and leaving the party I stepped off the sidewalk, and being a farmer and a horticulturist, I was immediately struck by the fact that I sank into the grass. It was a beautiful lawn; about that deep—

Mrs Grier: You must have been wearing high heels.

Mr McGuigan: It was like when you walk into a room some place and there is a Persian rug about that deep and you notice it; it is drawn to your attention.

So I looked down the street and all the lawns were a deep green colour, and you will not find that green colour in a natural condition unless you go to Ireland or Scotland, where they have that soft climate—

Mr Villeneuve: Or close to the barnyard.

Mr McGuigan: No, you will not even find it there, because it would get burned from the stuff that comes out of the barnyard. It was that deep, deep green. It is what we call in agricultural circles luxurious feeding; it is overfeeding with fertilizers and overfeeding with herbicides, because there was not a single weed. I know weeds. I looked and I could not see a weed anywhere on the lawn.

I could envision in my mind that about once a week and maybe twice a week a truck comes along filled with overrefined chemicals, chemicals that are immediately available to that grass but also immediately available to the sewer and eventually available to the lake to create algae and all that sort of stuff growing in the system.

Of course, once the water that is required and the fertilizer is on there, you have got a tremendous amount of cuttings that are produced. So there is another truck that comes down the street once a week picking up the grass cuttings to take off to the dump and 25 per cent of that makes up the contents of the dump and it does not even decompose under our system of piling it under heavy amounts of clay and so on.

I can see that perhaps we should be looking at some areas, and I realize in our political system it is not easy, but we should be looking at some areas of restriction.

I just wondered if you could comment on the answers I gave and how right or wrong I was. I explained to them that I was not the Minister of the Environment, I was speaking to them as their local representative.

I have a second question related to matters that have been brought up today. The Ridge Landfill Corp site in Howard township, which, you remember, was the site the former government had chosen to be the industrial waste disposal site, but that was eventually overturned—BFI Waste Systems has now applied to environmental assessment to bring Toronto waste out to that. Can you tell us if that fits in with the temporary measures that we are talking about? Can you give us some idea as to the extent in the event the assessment is granted?

The Chair: Excuse me, Mr McGuigan. I think we had better presume that is a vote and proceed to the House. We will convene here as soon as the vote is over.

The committee recessed at 1632.

1643

The Chair: We will start. I must remind members, though, not to be impatient about starting right this minute when we cannot get started at 3:30 many times because we do not have a quorum.

Mr McGuigan, you could finish the point you were making and then someone from staff will respond, if that is agreeable with you.

Mr McGuigan: I think the final point I had was, what are we doing in the way of trying to cut down on unnecessary packaging, realizing that not all packaging is unnecessary, but the frills; and what are we thinking about in areas of trying to reduce the amount of these materials?

I pointed out one of the areas that strikes me as so unnecessary, and that is when you go into a retail store that has hardware products and it is a self-serve store where you pick all of these items off hooks and shelves.

Take an item like a sparkplug, which years ago came in a little, wee package that was just the size of the sparkplug. Now, a sparkplug does require some protection, because the little points at the end of it are liable to get bent and then the sparkplug does not work very well in your car because it does not have the proper gap. Some protection is necessary, but you find them today in big blister packs. That is a piece of paper that may be this big, or cardboard, and then a piece of plastic is sealed over it. It is what they call a blister pack.

The only reason for that is to stop pilfering. It is not for protection, it is so you cannot put it in your pocket the way you could a little, wee package. I am not condemning all the people in Ontario who shop, but there are always a number of people who would pilfer.

Really, what you have is these companies saving money with self-serve shopping. They do not have clerks. You do not walk up to a counter and say, "Bring me a sparkplug out of a bulk box," you pick it up yourself. They save a bit of money in the distribution system, but then what do you do with the blister pack after you take the sparkplug out of it? Then it becomes a public cost, not a private cost to the distributors who save money in that system, and you have to get rid of that waste item and fill up landfills that are unnecessary.

I just use that as an example of where in some cases we have overpackaging, and certainly not all of our packaging is in that category.

Hon Mr Bradley: I think one of the flickers of hope I have seen—and again, I mentioned the last meeting of the Council of Environment Ministers and said it was more productive than I had found others had been in the past—is that one of the real emphases right now that certainly Ontario is pushing in the national task force is a reduction of packaging.

The member points out something we always have to be careful of with everything we do, and that is that the solution is not as bad as the problem, or worse, in some cases. You always have to be careful of that when you substitute one thing for another.

One of the things we always have to watch out for is that we do not sacrifice health standards when we change packaging laws. I do not think people are worried so much about health standards, it is some obvious cases of overpackaging or inappropriate packaging that people are concerned about.

That is what the task force is going to address. We hope that by the next meeting of the environment ministers in March, I think, of this coming year, the final report will be there. I have certainly advocated a national approach to this, as I previously indicated briefly, and we are working with the other provinces and the federal government on a national approach. As my friend the member for Etobicoke-Lakeshore (Mrs Grier) said, you can answer this question in two words, "reduce packaging," and that is certainly a major part of it. I am certain the municipalities would be very supportive of that.

Briefly, in regard to a couple of other things that you said in terms of the Essex waste management master plan, sure, wherever we have waste management master plan exercises going on at the present time where people are meeting, where people are getting together to try to solve a very large problem—in other words, geographically large and I think comprehensive—we have found out that there is disagreement among the people.

What ordinarily happens is that you are in a difficult position one way or the other. Some people say, "Why doesn't the ministry show leadership?" If you show leadership, you are accused of bullying people or leading people on, and that is a concern you have. On the other hand, if you do not take the initiative in guiding people in the right direction, then people will

say, "You are not showing leadership." There is a delicate balance in there.

I know the frustration of people and I know where the real frustration comes in. All of us understand, and particularly people who represent rural areas will understand this more than others, that it seems to work well until they start identifying potential sites and then the people who live around those sites write to me and say that the process is flawed. I understand that. It is something we are always going to be faced with.

On the other hand, we have to continue to push forward with it, we have to continue to involve all the people in a waste management master plan, even if it takes a little extra time in looking at the long term for each of these areas. I think that is exceedingly important. There are a lot of people of goodwill out there who are working hard on that.

1650

The last thing you got into is a little off waste management, but I will just touch briefly on it. You talked about the green lawns. You can never define my lawn as green, by the way. It has its share of dandelions and is not very green.

I think our ministry was involved in funding a booklet put out by an environmental group that talks about lawn care without using all the chemicals so that people would know what the potential is there. More and more, while they are concerned about how their lawns look, a lot of people are now saying, "Gee, at what price environmentally?" and they are prepared to take a second look at that. It is called *How to Get Your Lawn Off Drugs*. I think that is what it is called, and I think it is rather a unique pamphlet. It is something that a lot of people can look at very carefully and say that would be wise.

In regard to some of the other specific questions, perhaps I can get some specific answers for you a little later on and allow Mrs Grier, who has been waiting patiently, to intervene.

Mrs Grier: I wanted to focus on reduction, particularly reduction of packaging, as Mr McGuigan has identified as being a problem. I raised with the minister in my opening statement the municipal reduction/reuse program and I wondered if the minister could perhaps identify for us how much money had been allocated to that program, how many staff were involved and what the success had been.

Hon Mr Bradley: This is the reduction—

Mrs Grier: The municipal reduction/reuse program which you announced in June 1987.

Hon Mr Bradley: I think part of the degree of success is demonstrated most assuredly in some of the programs that various municipalities are coming out with, often with our guidance and sometimes with our assistance, in terms of new kinds of goods that can be recycled.

We have an industrial 4Rs program where we have made grants where there are some promising initiatives out there that can be helpful in reducing industrially. I think you recognize the figures are out there. Particularly in a place like Metropolitan Toronto and the surrounding area, a good deal of the waste is in fact industrial and business waste as opposed to household waste, so even though we have made a significant dent in household waste—I think the composting will be very helpful and I commend those municipalities, by the way, that are subsidizing composters. That will be yet another initiative that will help reduce the amount of that waste.

We have also been involved in the Student Action for Recycling program where now schools are coming on stream in terms of their recycling. Before, while people did the recycling at home, they got to the office or to work or to school and it kind of ended up in the garbage can instead of somewhere else. So we have funded that, but I think you are looking for some figures—

Mrs Grier: I am looking for some specifics, and perhaps you can get me those another day.

Hon Mr Bradley: Sure. I think we have them right now. I can get probably André Castel, and maybe Hardy Wong or David Balsillie, to provide you with those specifics. I would anticipate from what we are doing now that we would in fact be expanding upon that program each year.

Mrs Grier: I guess what I would like to have, Dr Balsillie, is the amount of funding in this year, the number of staff involved and the amount of actual reduction of garbage that you estimate will be accomplished by those expenditures.

Dr Balsillie: I am David Balsillie, assistant deputy minister, environmental services.

For the original program of municipal reduction/reuse we had allocated at the outset of the year \$100,000 for capital and \$30,000 for operating costs, but if you look under the criteria for the municipal reduction/reuse program, we do provide grants for up to 50 per cent of the cost incurred for activities that are aimed at changing consumer attitudes or behaviour with respect to waste generation habits, and that includes home composting. As a result of that, we have had several requests from a number of municipalities

to assist in the purchase of home composters and we are up to \$882,000 which we have committed to that municipal reduction/reuse program to assist the municipalities in supplying home composters to the individuals. I think we are up to something like 25,000 now within Metro Toronto.

We do have another additional set of projects that amount to about \$1.5 million which we are looking at and evaluating at this time in order to determine whether or not they qualify, and if they do qualify, to what degree, because in addition to the amount that I indicated to you, the grants for creative, innovative material development of up to \$25,000 per project are also available, so we are now looking at these types of projects in order to determine what they can do to assist us in this area.

Mrs Grier: Okay, it sounds as though a lot of the emphasis is on reuse as opposed to reduction in the actual generation of garbage. Is there any other program that you have, if not this one, that is looking at how we can eliminate even creating the garbage in the first place?

Dr Balsillie: This is Hardy Wong, director of waste management branch.

Mr Wong: We defined home composting as reduction, because you do not see it at curbside. You do not need collection handling. There is no energy, no manpower; no infrastructure is required to manage that portion of the waste, so home composting is defined as a reduction.

Mrs Grier: What is your target in reduction?

Mr Wong: For just the domestic residential wastes?

Mrs Grier: For this whole program.

Mr Wong: The reduction part is about 15 per cent we can reach.

Mrs Grier: That is 15 per cent of home, of residentially generated garbage?

Mr Wong: No, the residential waste is about half of the total waste going to municipal landfill sites. About 30 per cent of wastes generated from kitchens are potentially compostable. If you reduce 30 per cent of that, then it becomes 15 per cent of the total waste stream going to municipal landfill sites.

Mrs Grier: I see. If we can use Metropolitan Toronto as an example, how much of Metro's wastes do you anticipate will be reduced by 1990 by the municipal reduction and reuse program?

Mr Wong: Toronto generates about 3.2 million tons of garbage; 1.5 million tons is generated by residents; 30 per cent of that is

about a half-million tons; and that is potentially compostable. Not all this will be done through home composting. Some central regionally based composting facility would be required.

Mrs Grier: Do you see having that in place by 1990, or what is your target for that?

Mr Wong: The home composting facility, of course, as Dr. Balsillie said, is already in the works. Many municipalities, about half a dozen municipalities in the province, are already launching the home composting facility. The central regionally based composting facilities are being demonstrated in about three municipalities in the province right now in pilot scale facilities. When the technologies are proven—not just the hardware technology part of it.

Also, for example, in Guelph, what we are doing is 600 households and we are doing three different ways to assess whether or not the central composting facility will be the best way. Of the 600 households, 200 are given one high-quality wet-box. The instruction was given to them to put in only high-quality wet compostable material and the rest, the dry stuff, will go into one box. The other 200 households will be given two boxes—one is for high-quality dry stuff; one is for high-quality wet stuff—and the remaining one box. Another 200 households would be given two boxes again, but they are asked to make a judgement and to separate all their wastes into two boxes, whether it is high-quality or low-quality.

There are six types of boxes. You may want to call it six methods. Six boxes are being analysed in detail as to the composition, the judgement, how the majority of households are making judgements now, what types of ways of putting them where, and then to select a proper infrastructure for collection. That infrastructure of collection will determine ultimately what technology should be put in place for the municipality's central composting facility.

It is a very involved process, not just having invested in a composting facility without knowing the type of quality of the feed material that might come into the plant.

Mrs Grier: When the ministry sets a target of—what?—I think it is a 50 per cent reduction in solid wastes by the year 2000?

Mr Wong: Diversion, not reduction; 50 per cent diversion from disposal.

Mrs Grier: Okay, that is what I want to get clear on. It is diversion, it is not reduction.

Mr Wong: That is right.

1700

Mrs Grier: Do you have any targets for reduction?

Mr Wong: Every component—reduction, re-use, recycling and recovery, which is the composting—will all contribute to the 50 per cent, unless the target is set for all components at 50 per cent.

Mrs Grier: So you do not have any specific target for actual reduction in garbage à la reduction in packaging or reduction in the production of disposable containers or disposable products. You are not focusing on that at all.

Mr Wong: No, I am saying that every component would have a 50 per cent goal of reduction—conversion.

Mrs Grier: I see. So however much—

Mr Wong: Am I clear?

Mrs Grier: No, you are not.

Mr Wong: What I am saying is that if overall you want to divert 50 per cent, then every component of the opportunity for diversion, ie, the four Rs, has to achieve at least 50 per cent. Therefore, the 50 per cent goal is given to each of those categories.

Mrs Grier: So there is no weighting as to which is the most desirable component?

Mr Wong: At this time, no. We are trying every means we can get hold of. Every opportunity we can identify we will investigate.

Mrs Grier: Do you have any interim targets? How are you going to measure whether in fact you are going to reach that 50 per cent by the year 2000? Do you know what you ought to be at by the year 1990 or 1996?

Mr Wong: That is why the minister had the foresight to identify 25 per cent by 1992. That will be a very important monitoring milestone date to assess how we are performing on the way to the year 2000.

Mrs Grier: So by 1992—

Mr Wong: If we are not achieving 25 per cent, then by God we had better speed up. If we are doing really well, then we can continue to claim leadership.

Mrs Grier: I would hope that if you are doing really well you would increase the target from 50 per cent to 60 per cent to 70 per cent. Would that not be what you would try to do?

Mr Wong: Maybe, yes.

Mrs Grier: You are going to claim leadership whether you are meeting it or not—not you, the minister.

Hon Mr Bradley: I do not want to be accused of diverting you, but do you know what happens? It is what everybody else tells us, not what we have to say. All I do when I am in the House and I say there is leadership is just repeat to you what somebody else says to me, because I do not think we should generate that kind of self-congratulatory attitude ourselves. I hear it in other jurisdictions. People say, “Gee, we think you’re doing a great job in Ontario,” and of course I look around and think some other areas are doing a great job too.

Mrs Grier: Maybe I could just try to focus it on the whole question of source reduction, because I do not hear from your staff that there really is any serious program or any serious commitment to source reduction. I am wondering if you have examined and rejected the possibility of phasing out containers and packaging projects that cannot be diverted from the waste stream and whether you have looked at using taxes or incentives or whatever to try to persuade consumers away from disposable packaging, disposable products. Is there any emphasis being given to source reduction at all?

Hon Mr Bradley: Nothing has been excluded in that regard at all. In fact, in our discussions in the federal task force that is dealing with this, a major part of our thrust is in reduction, and we are looking at ways in which we can reduce without running into the problems that Mr McGuigan mentioned: health-related problems and concerns about the spread of disease and so on. To me, that is probably a minor part of it, but it is always a consideration as to why you have the packaging for various reasons.

But we have not excluded any of that and all of those are being explored through the auspices of the national-provincial task force on packaging. We think a lot of that can—now in terms of education—

Mrs Grier: Can we just stick with packaging for a moment?

Hon Mr Bradley: Sure.

Mrs Grier: It would strike me that, given the leadership mantle that has been awarded you by so many groups and supporters, rather than falling back into, “We’re waiting for a federal-provincial task force and we’re going to do things naturally,” you would want to be demonstrating some of that leadership capacity and looking at labelling, looking at reusability, looking at taxes on materials that require excessive packaging, perhaps taking some innovative and leadership

steps in Ontario that the rest of the provinces might follow.

Hon Mr Bradley: One of the concerns I have there—and it is not outside the realm of possibility, and I have said this on a couple of occasions in addressing groups like the Recycling Council of Ontario and so on—is that if we do not see the national action, which I think is very preferable, we would then have to do it on a province-by-province basis, which is not nearly so effective. Because we have so much interprovincial trade and because it would be so much more convenient and reasonable to do it on a national basis—and I am as impatient as you are on this—I am trying to give this national-provincial process at least a chance to work so that we can have the same rules across the country in regard to packaging itself, which has so much to do with trade.

If we do not see anything that is satisfactory to us, we are prepared to take those initiatives. I would just like to give them this chance of this report coming in and action flowing from it. If the report comes in and it is a lousy report, we have to take our own action; or if the report comes in and it is just going to sit on the shelf, then it is not any good to us either. But I do not exclude what you are suggesting at all as a possibility for Ontario itself.

Mrs Grier: Could you give us a timetable for which the deadlines—

Hon Mr Bradley: We are supposed to hear about the report in March of this coming year—

Mrs Grier: March 1990.

Hon Mr Bradley: —so we are about four months away from that. As I say, if that report comes out and it does not offer as much, we will have to take that independent action. I would regret having to do it, but we will have to. I would say we have to see by the spring of next year what is happening, and if it is not suitable, we will have to take the action ourselves.

I am confident it will be. Sometimes I am discouraged by some of the stuff I see going on in the CCREM, the Canadian Council of Resource and Environment Ministers, or whatever we call it now, the Canadian Council of Environment Ministers. I am sometimes discouraged, but I must say I am actually finally seeing some progress and I am cautiously optimistic that we are going to see something that you and I will like coming out of that.

Mrs Grier: And if not, I am sure the timing will be such that a platform for another contest

before the electorate would be provided there for you.

Hon Mr Bradley: I never take those things into consideration, of course, in carrying out my responsibilities.

Mrs Grier: Can I turn to the Ontario Multi-Material Recycling Inc, OMMRI 2, or son of OMMRI or daughter of OMMRI or whatever it is going to be?

Hon Mr Bradley: Sure.

Mrs Grier: Can you perhaps give us some indication on the timing of that and your thinking as to how that is going to be implemented, and particularly your reaction to the argument that I know is being put before you by the soft drink industry that it has been subject to regulations which it considers onerous and that it is the only sector that is being so regulated?

Hon Mr Bradley: They may be joined by others in terms of regulation, but I think one of the great advantages is the voluntary efforts and the voluntary participation that we have seen in dealing with OMMRI, for instance, to give them their credit, and when the awards have been given out for recycling and so on, it has been a joint award. The United Nations award was given to the Ontario Ministry of the Environment, but it was also given to OMMRI and to the Recycling Council of Ontario.

Let me tell you the advantage of it. A guy like Bob Flemington is a real supersalesman in terms of recycling in the province. They have some good ideas for marketing and they have the money in there. We in government do what we do best, administration and so on. The people who do best in marketing and promoting and so on are often the people in the private sector, and we want to tap that resource. We think that the soft drink industry has a continuing role to play in OMMRI 2. We think there are a number of other players who should be making a significant contribution of money to assisting in the program to get to 25 per cent and 50 per cent.

I will get David Balsillie, who has been in intimate contact with the group that could form OMMRI 2, to elaborate on that, because he has been there at the table talking to these people.

Dr Balsillie: We felt we could build on the success of OMMRI 1 and expand that type of model into a wider-ranging activity, and it was a way of bringing the industry side in to assist both the provincial and the municipal governments in the waste management aspects of these various things, so we started to carry out negotiations with the Society of the Plastics Industry of

Canada, the Grocery Products Manufacturers of Canada, the Packaging Association of Canada, the Ontario Soft Drink Association, in the continuation of its association with OMMRI, the Canadian Council of Grocery Distributors, the major chain stores, and the Canadian Daily Newspaper Publishers Association.

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All those groups are national organizations and they have essentially formed Ontario groups in order to negotiate with us. We put before them a program of assistance so that we could roll out the blue box to a wider number of homes in this province and get to 75 per cent of those homes and get to including apartment buildings and condominiums. We looked at increasing the amount of composting, either the home composting or the central municipal composting. We looked at developing infrastructure to get into office towers, etc., and we asked them to assist us with research and development programs in order to allow us to develop ways and means of helping us to achieve the 25 or 50 per cent reductions.

Those negotiations have been ongoing for some time. We are coming close to what I call the crunch. We have had a number of meetings which are not unlike maybe labour-management-type relationships. We are sitting across the table from each other getting down to the fine points. We are hopeful that the process will be enjoined shortly and that we will be able to come forward with a joint program.

Mrs Grier: The municipalities that have embarked upon the blue box program have done so with considerable subsidy and help from the ministry, which I think runs out in five years or has a finite time frame? Is that not the case?

Dr Balsillie: The capital program is shared one third by the municipality, one third by OMMRI and one third by the ministry. The operating program is 50 per cent of the operating costs of the first year, 40, 30, 20, 10, and after five years the ministry is out and the municipality then is up and running and it is to be self-sustaining.

Mrs Grier: What is the trend? Do you feel that in fact municipalities will be self-sustaining at the end of the five years? I have not found very many municipal programs that did usually hit that kind of a target. If they are not, what is going to happen?

Hon Mr Bradley: If I can intervene in this part, I think municipalities are at long last looking at the true cost of landfill and incinera-

tion and comparing it to the cost of diversion, recycling being one of those costs.

You were a municipal politician before, as I was, and Mrs Marland. One of the things we always saw was that municipalities tended in years gone by to underestimate the costs of landfill, for instance. Many municipalities had no tipping fee in their own landfills. They are now recognizing the cost, first of all, of the process of siting a landfill; second, of operating it to new standards; and third, the perpetual care of it. They are beginning to recognize that in fact anything they can divert from that landfill or from an incinerator, because incinerators are very expensive to operate as well, is most worth while.

I would not have predicted that at the first part of the program. There were a lot of people very sceptical about recycling to start with. Much of that has turned around. I am not saying there are not still sceptics there, but much of that has turned around.

In addition to that, some of the assistance we are going to be providing to the Student Action for Recycling program is quite generous as well. As I see the industrial 3Rs going forward, I think that is going to be useful.

In terms of, I guess, the overall philosophy, my personal philosophy, and I think it certainly permeates the ministry, is that those who put a product on the market should be responsible for the ultimate disposal or the ultimate fate of that product. If we take that view, if people are unable to achieve what we want through their participation financially and their enthusiastic volunteer efforts, I think there is always the option of taxing them and of regulating them very strictly.

What we have seen so far is a good response to the challenge. The plastics industry is a good example. Dow and Domtar have been discussing setting up a plant in either the northeastern United States or Canada, probably eastern Canada, for the recycling of a variety of plastics instead of just a few kinds of plastics. That is very useful, and that got into the situation because I have had members ask me many times—my own members as well as others; that is how we got into this whole situation—"Is biodegradable the best thing since sliced bread?"

One of the studies emerging from a group that would be involved in another stage of recycling, the plastics industry, is in fact a study going on with the ministry now to look objectively at biodegradability to see whether it actually breaks down into milk and honey at the end and what are

the impacts on recycling. It is interesting that when you get into the recycling part of it, the plastics recyclers and companies that produce the plastics are mortified at the thought of biodegradability permeating a lot of those products because they will not be any good for recycling then.

I think all of these bode well, but I think what the industry out there has to know, what the potential players in OMMRI 2 have to know, is that the tax lurks in the background, as does the firm regulation.

Mrs Grier: Could you give us some timetable on that? When do you anticipate either an agreement about OMMRI 2 or, failing an agreement, consideration of new regulations that would restrict some of these?

Hon Mr Bradley: Gosh, I would like to see the agreement by the end of this year. We are in November now; I would like to see an agreement by the end of this year on that. Certainly they will know in 1990 they are facing regulations if we cannot get any kind of agreement.

I am optimistic we can. I am optimistic they are going to recognize what their role and responsibility are, but if they cannot, we regulate. It is just as simple as that.

Mrs Grier: We had some discussion earlier about the greater Toronto area.

Interjection.

Mrs Grier: Okay. I am sure you did too. Mrs Marland was reminding me of time, but I think I am looking for equal time at this point.

The Chair: That is right. Just carry on, Mrs Grier. Do not be disturbed by Mrs Marland.

Mrs Grier: I have learned not to be disturbed by the minister. I will not be at all disturbed by Mrs Marland.

One of the discussions that has certainly concerned me has been the emphasis in the GTA and in the SWISC program that we were talking about earlier on the privatization of the disposal of garbage.

You mentioned the need to have more realistic tipping fees. I am sure you recognize that it is the tipping fees that have funded much of the impetus towards recycling, particularly in Metropolitan Toronto.

Could you perhaps reconcile for me how you would see the philosophy you have enunciated—and with which I largely agree—being affected if in fact the disposal contract in Metro Toronto does become the purview of a private contractor who would then have much less incentive to reduce garbage because of the profits available from disposal?

Hon Mr Bradley: There would have to be incentives or disincentives built into this contract for whoever gets it, the public or private sector, to ensure that in fact that is not the case. I certainly think so, and I think the feeling is shared by everyone in the government who sees this as wide-open potential. In other words, I think there was a feeling to begin with that somehow only the private sector people could possibly have an answer to this.

Clearly, I think municipalities have now come forward, and some of the people you talked about. I think you asked a question in the House the other day of the Minister of Municipal Affairs (Mr Sweeney) in his role of answering for the GTA. I thought it was a good question in terms of, what about the expertise which has been built up over the years in the various municipalities by people who have dealt with waste management problems? That is a good potential to tap, so I would hope that we would have public sector people who have had experience, have shown some good degree of reliability and who certainly would be bidding on this and that the GTA people would keep an open mind to it.

Obviously, whatever exists in terms of that request for—

Mr Posen: The expression of interest in regard to proposals.

Hon Mr Bradley: —the expression of interest would have to have built into it incentives and disincentives, because some of them are just itching to head off in the direction of reducing by using incinerators. I have said clearly all along, as I said in my March statement, that while we do not forbid either incineration or landfill as an alternative disposal, the reduction, the reuse and the recycling that is to take place in fact will be by means other than the two disposal methods. I consider both incineration and landfill to be disposal; I consider the other options to be diversion; and we would want to ensure that was built in there.

I think there is a significant role to play. Disincentives and incentives will be helpful. Gary has a brief addition to that.

Mr Posen: First of all, I would just like to note that I think SWISC has accepted that the goals of the ministry are of course its goals. They have been accepted and that certainly has been placed in their expression of interest.

Mrs Grier: The goal of 50 per cent—

Mr Posen: The 50 per cent diversion by the year 2000; 25 per cent by 1992. All of their

requests have been based on ministry-set waste management standards and objectives.

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The second point is, they have tried to tap ideas in the private sector but have not restricted themselves to the private sector. In other words, in going outside they have asked people to come forward with ideas for putting together a waste management system for the greater Toronto area which could be either operated privately; or operated for a time privately and turned over to the greater Toronto area or the regions; or operated jointly in the sense that some of it would be operated by the public sector and some of it by the private sector; and in another case that it would be built by the private sector and turnkeyed to the public sector.

There are a lot of options out there. There is the possibility of any public sector group also being part of the bidding on this eventually, and that can be provided for in the system as well. There is that flexibility to allow the public sector to come forward as one of the operators, or for proposers, in this case, if they have a system that they want to put forward.

Mrs Grier: Perhaps you could explain a little more clearly how you see that working if the committee that is going to be evaluating these proposals is the five regional chairmen and two, I gather yourself and Mr Church, are provincial representatives. As I understand it, Metro has been asked to make a proposal. What about the other regions, and how will the regional chairmen evaluate a proposal from one region as opposed to a proposal from another one?

Mr Posen: I think that in the end what they are all interested in is the system that is most effective. None of them are looking to spend more public money than they have to. I think they are looking for the system or combination of systems or ideas that, in their view, is most effective in meeting the targets that the ministry has set and which they have accepted and provides the most scope for future achievement, yet does it at a reasonable price. There is going to have to be a mix of those things.

Erv, you may want to provide the details. At some point there will have to be evaluation criteria that all the chairmen will have to agree to; there will be an evaluation committee that will put the things through that. I think there is in their material, Erv, a public consultation process that will help them arrive at those evaluation criteria.

Mrs Grier: I am familiar with the proposal call, so I do not think Mr McIntyre needs to go

into it, thank you. I know Mrs Marland is anxious to get back in.

The Chair: Mrs Marland, we will all be about 40 minutes for each party if you go for 15 minutes.

Mrs Marland: I did not have the first question this afternoon, Mr Chairman, and I have been keeping track of time as well.

Mr D. R. Cooke: She does not trust you, Mr Chairman.

Mrs Marland: No, I am not suggesting that at all, I am just saying that, after I have asked this question, I would like to know from the clerk simply how much time is left to each party.

The Chair: We announced that when the meeting started today, and today the PCs have used 25 minutes, the Liberals 23 and the NDP 40? Or 39?

Clerk of the Committee: Exactly 40.

Mrs Marland: I think probably one award that Mrs Grier and I could agree on giving the minister is for his ability for long answers, so I am going to give him an opportunity for a yes or no answer, and I want to finish the subject that I was dealing with earlier this afternoon, which is a very serious subject to the entire province, not only to the greater Toronto area.

I just want to ask you: As Minister of the Environment, do you agree with the exemption of interim landfill sites from the Environmental Assessment Act?

Hon Mr Bradley: I will answer that question first of all by having a great memory for what existed before this government came into office and the way landfill sites were approved in years gone by. I find it interesting to be lectured—I am not saying by the member herself, but by people who would be supportive of what happened in the past—on what is happening today.

We have now more opportunities for the implementation and usage of the Environmental Assessment Act as it relates to waste management than we have ever had before. We in fact have private sector suggestions or proposals which now come under the Environmental Assessment Act and did not in years gone by; it was only public sector ones that did in years gone by.

The government has sat down with the greater Toronto area regional chairmen and said that, just as in interim landfill sites that you would find around the province, they will be evaluated by the Environmental Assessment Board under the Environmental Protection Act; that that would be

the case in this area. That is the policy of the government in its dealings with the GTA.

They will want to ensure that whatever site is evaluated has, first of all, very careful scrutiny by the Ministry of the Environment to determine whether it is environmentally desirable; and second, is looked at by the Environmental Assessment Board in the same light. Obviously, if the ministry has objections to a proposal, it will state those very clearly. If the board has objections, it will either reject the proposal completely or it will stipulate conditions. That way, the environment is protected.

Mrs Marland: It is very clear that you do not wish to answer whether or not you agree with the exemptions. You simply want to attack former exemptions and you are not willing today to give a direct answer, which you owe to the people of Ontario, to a direct question. I have tried three different ways of wording it and I cannot get you to tell me whether you agree with the exemption of interim landfill sites from the EAA, so I guess the public is going to have to draw its own conclusions.

Can you tell us today whether your ministry is going to make recycling mandatory in Ontario?

Hon Mr Bradley: At the present time, what I have stated is that we will pass legislation which will enable municipalities to make that choice within their boundaries if they feel the participation rate is not sufficient. I can tell the member that, on a voluntary basis, the enthusiasm of the people in various municipalities that now have recycling is such that it would be somewhat of a slap in the face to those who, on a voluntary basis, have done so well in their recycling efforts to turn around and to say now that you are going to stipulate that.

I use as an example—

Mr Neumann: Kitchener has been a leader.

Hon Mr Bradley: Kitchener, yes, but Mississauga, which was one of the first. The participation rate is exceedingly high.

We will provide enabling legislation. If municipalities do not feel that the rate in their specific area is high enough and that they require the heavy hand of a regulation, we will enable them to do so, but if they feel that the voluntary efforts that are taking place within their municipality are successful, we will allow them to continue that. They must meet their targets in any event.

Mrs Marland: Well, you should know that you have staff in some parts of the province who are suggesting that the ministry is going to make

it mandatory, and that was the basis of my question.

Hon Mr Bradley: That remains to be seen.

Mrs Marland: I was very interested to know that ministry staff are saying that it is going to become mandatory by the ministry, especially in light of the fact that the government members voted against my private member's bill a year ago that would have provided for—

Hon Mr Bradley: Would you tell me what specific staff have informed you of this?

Mrs Marland: I will certainly find out.

Hon Mr Bradley: If you would, I would really appreciate that, because it would be very interesting to know it.

Mrs Grier: Could we get some answer on the timing of the legislation that the minister mentioned? When might we expect to see it?

Hon Mr Bradley: I would expect that we will see it in the next session of the Legislature.

Mrs Marland: Okay. I also want to place on the record that the other day I asked the minister why he dropped one of the 4Rs and we are now down to 3Rs. I asked the question because the fourth R of recovery was missing. I did not ask the question because I necessarily support recovery by incineration and I just want to make that clear.

I want to ask a question that would affect all forms of waste management; namely, I want to ask you about the Cleantario program. In looking through the estimates I was trying to find references to the Cleantario program and I am pleased that so far I have not found any.

As you know, my colleagues in the Progressive Conservative Party and I cannot accept a program that reduces environmental cleanup to a game of chance, nor do we accept the government's claims that revenues from Cleantario would be dedicated to environmental cleanup when the revenues generated by the program would go into the consolidated revenue fund—the same way, I might add, as the \$5 tire tax was supposed to be for environmental programs and then, when I tried to tie that down with the minister at the time the bill was going through, four different times he would not accept the amendment that that tire tax go to environmental programs.

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Can you assure us that Cleantario has died the death it deserves?

Hon Mr Bradley: No, I cannot assure you of that at all. In fact, I see the funds that are

derived—if you look at the situation in Ontario now, there are considerable amounts of money that are derived from the Ontario Lottery Corp which are going to other endeavours. I am not suggesting for a moment that those endeavours are not important. I know your party has been eager to ensure—I think, at least, your party's position has been—that they should not be diverted away from culture and recreation, where they primarily have gone.

Our government has looked at the fact that we have an Ontario Lottery Corp with a number of lotteries that derive funds and believes that some of those funds that are derived from various lotteries should in fact be additional funds to meet environmental and conservation needs in the province. I think that the people of this province, who are met with a number of these lotteries, which your government, in its wisdom, established a number of years ago, would like to see some of those funds going to environmental endeavours. Certainly the people I talk to in the street have said they would like to see some of those funds that are derived from lotteries going to environmental endeavours; such things as funding environmental groups, for instance, on specific projects, just as sports groups or cultural groups are funded on specific projects.

We see this as additional funding coming into the field of the environment, not as a substitution but as an addition; and, of course, there is no chance to this at all. The funding will be devoted to the environment. I will certainly make the case for dedicated funds. I know in the past when you established them as a government previously you did not have those dedicated funds. I will make the case for those specifically dedicated funds and I think I will be successful in that regard.

Mrs Marland: I want to be very clear what you are saying. You are saying you are going to request some of the profits from the existing lotteries to be used by your ministry for environmental programs. You are not talking about establishing a new lottery. You are talking about the existing lotteries and piggybacking on top of the fact that hospital operations are now going to be added to use by the existing lotteries' profits in Ontario.

Hon Mr Bradley: I would clarify it for you. That is not what I said. In fact, I said that there are a number of lotteries out there with different names—

Mrs Marland: Right.

Hon Mr Bradley: —and there are funds that are derived from those that go into various purposes. I think there should be one that would

go into the environment and I think people are prepared—

Mrs Marland: But are you saying one lottery or are you saying one other purpose?

Hon Mr Bradley: No, I am saying that you have all those lottery funds out there that come into various lotteries. Some of them are devoted, some are Wintario, you have got Lottario and so on. For instance, some of the lottery funds from one would go to culture and recreation.

I am saying that we should have one which could be devoted entirely to the environment. As you know, all of the lotteries come under the auspices of the Ontario Lottery Corp. It operates them, and I want those funds devoted exclusively to endeavours of the environment.

Mrs Marland: Okay. So you are asking for one lottery's profits to be designated solely to the use of the Ministry of the Environment.

Hon Mr Bradley: Yes.

Mrs Marland: So what you are saying is that the taxation of the poor—

Hon Mr Bradley: I would not say to the Ministry of the Environment, I would say to environmental endeavours.

Mrs Marland: Okay, I am very clear, because the fact of the matter is that we all know that lotteries are a form of taxation on those people who can least afford an added taxation. We all know that the majority of people who support the lotteries today in Ontario are people who earn less than \$41,000, so what we are saying is that the government is going to look to these people to subsidize the environmental programs that it has not chosen to make a priority to subsidize out of its tremendous government income and its gigantic—

Hon Mr Bradley: You have said that, Mrs Marland. I would not agree with that.

Mrs Marland: I am very clear about the fact that you are saying a lottery—

Hon Mr Bradley: I would say that, for instance—

Mrs Marland: —that exists—

Hon Mr Bradley: —when the Honourable Robert Welch established lotteries in Ontario a number of years ago under, I think, the government of Bill Davis, I do not think he anticipated that that would be the case at the time and I do not think Mr Welch would agree even today that that would be the case.

This will allow an opportunity as well for people who have a specific interest in the environment, who say, "I would like to direct my

funds into environmental concerns," to be able to do so. When you talk to people on the street they say that: "Look, you people run lotteries now. When Bill Davis set them up years ago they seemed to be a good idea, or some people didn't think they were a good idea, but we've got them now. Why don't we use the funds that are derived"—because lotteries are in a state of existence; they are a reality of today—"why don't we have a lottery that can be devoted to environmental initiatives?" I said, "Sure, I think that's a good idea."

Mrs Grier: We would rather have a larger allocation of the provincial budget to the environment.

Hon Mr Bradley: That will happen too.

Mrs Marland: I think it is unfortunate that, as I said a few minutes ago, the future of environmental programs in this province is going to be left to the profits from a game of chance.

Hon Mr Bradley: It is not going to be. That is your interpretation; it is not my interpretation.

Mrs Marland: The public will interpret it.

Hon Mr Bradley: No, that is your interpretation; it is not mine.

Mrs Marland: I want to get back to the waste management sites just one more time. I want to give you an example of a site, namely, the Whitevale site, which is proposed as an interim site for the region of Durham. I think that the minister might know or his staff might certainly know that that site could not possibly pass an assessment under the Environmental Assessment Act because it is at the headwaters of three watercourses which flow into Lake Ontario. I want to ask you whether you would consider the Whitevale site as an interim landfill site under any act.

Hon Mr Bradley: Our ministry will evaluate any site that is brought forward. If we do not find it satisfactory, we will indicate that we do not find it satisfactory. If a site makes it to the Environmental Assessment Board and does not meet the approval of the Environmental Assessment Board at the hearing, it will turn it down. If it is, as you describe it, environmentally undesirable, then that would be confirmed or not confirmed by an environmental evaluation by our ministry and other ministries and by the Environmental Assessment Board.

Mrs Marland: Can you tell us how the Environmental Assessment Board is going to be able to assess any sites brought to it in the GTA or, as a matter of fact, anywhere else in the

province without parameters established for those sites by the ministry?

Hon Mr Bradley: In fact, the Environmental Protection Act is probably every bit as stringent on such things as hydrogeological, technical and scientific matters as any other act of the Ministry of the Environment.

Mrs Marland: So are you saying that you, as Minister of the Environment, are quite happy for them to be assessed under the Environmental Protection Act?

Hon Mr Bradley: You asked me the question, what happens if one of the municipalities puts forward the Whitevale site as its potential site, and I am telling you that our ministry would look extremely carefully at that, evaluate it, make a judgement on it as to what its comments would be, as would other ministries, and then, if it proceeded to a hearing, those comments would be available to the hearing and the Environmental Assessment Board would make a judgement. If it is as environmentally undesirable as some people have suggested, it would not pass the test. If it does go through the careful scrutiny and pass the test, then that would be the role and responsibility of the Environmental Assessment Board. All of that, all those factors have to be taken into consideration.

Mrs Marland: Will your ministry staff attend the Environmental Assessment Board hearings and be called as witnesses substantiating their evidence for or against?

Hon Mr Bradley: Yes.

Mrs Marland: How will they do that without a clear definition of an interim site? How can a staff person support an application if there is no definition about what qualifies as an interim site? How can they say, "We support this" or "We are opposed to it," because there may in fact be a difference? If a site is going to be used for two years or 10 years or 12 years, there may in fact be a difference.

1740

Mr Posen: If I may answer in terms of technical requirements, there is no difference between an interim site and a long-term site. Clearly, the assessment under the Environmental Assessment Act brings factors to bear other than strictly the technical ones, but in looking at an interim site in terms of the technical impacts on the natural environment, that is part of the total EA process. There is an extension to that, but in terms of those technical requirements and being sure of those things, that would be looked at by the ministry and the board and indeed by the

proposing municipality under the Environmental Protection Act.

The impact on nearby watercourses of using Whitevale, the quality of the land that is being affected by the landfill; all those things are going to have to be taken into account. Durham region is proposing that as the interim site. They are going to have to bring forward all the studies to show that that would pass as an acceptable landfill in Ontario.

Mrs Marland: Does "technical" relate to drainage offsite?

Mr Posen: Yes. Erv, do you want to give us some of the criteria very briefly?

The Chair: Before we get too far here, both opposition parties have had about 40 minutes today. Miss Roberts is not going to be here tomorrow and would like a little time. If we gave her the rest of the time, we would all have 40 minutes. I wonder what you think about that.

Mrs Marland: I think that our answer to that is, how much total time do they have left and how much total time do we have left, since we have only three more days?

The Chair: Not much if we keep arguing about it, but go ahead.

Mrs Grier: I have one supplementary on this particular topic. I assume Miss Roberts is on a different topic.

Miss Roberts: I am on another problem they will figure out while you are doing your supplementary.

Mrs Grier: I wanted to ask whether intervenor funding would be available for the hearings that Mrs Marland has been discussing with you, and if so, when recognition of that might be given to the groups or made available.

Hon Mr Bradley: Under the Intervenor Funding Project Act of the province, yes, it would be available and that would fit all these situations. Intervenor funding is available for them so that it can assist them in making their case.

Mrs Grier: Thank you.

Miss Roberts: I will not be that long, perhaps. My questions deal with zebra mussels. I am afraid they are not on the landfill that we have been talking about today but deal with the zebra mussels that are in the western part of Lake Erie. The minister is aware of the problem in that area. I have in my riding the West Lorne water system and it is clogged by about 50 per cent as a result of zebra mussels, and it is an old system to begin with.

First, can you update me on what your ministry is doing with the zebra mussels? It is my understanding that it is spreading throughout the entire lakeshore. It is in Lake St Clair, the Detroit River, all along the north shore of Lake Erie and it is going to be in the Niagara area fairly quickly. It is a menace that is very important for us to look at and I would like to know what your ministry is doing with it right now.

Hon Mr Bradley: We have taken note of it, along with Environment Canada and the Ministry of Natural Resources, because while we have not been exposed to it in Canada very much, the Europeans are having a dreadful time with it, I understand, particularly with their water and sewer systems. It is suggested that the mussels got into the Great Lakes from foreign vessels. They were in the Detroit-Windsor area. David Balsillie, certainly as far as the Ministry of the Environment is concerned, has been very much involved in this.

Fortunately, they are eaten to a certain extent by waterfowl, fish, crayfish and various mammals. That is helpful.

I was asked by a reporter who said, "Well, is there some miracle chemical out there that will kill them?" What you always have to be careful of is what we talked about earlier in here. Sometimes the cure for a problem can be worse than the problem itself, so you always have to evaluate very carefully to see just how useful that is.

They have both the primary and secondary impact, as you know, through the attachment to hard surfaces associated with flowing water, such as water intakes on boats. Pipes, believe it or not, can be completely blocked by these things, and they have been in Europe. Their secondary impact is through their ability to filter large volumes of water and remove the nutrients, suspended sediments and contaminants. Therefore, they may greatly impact on the ecology of the Great Lakes. Even though we think of other problems, this is certainly one.

The control methods that we have established so far, and I will get David to elaborate on this, largely involve water intake chlorination; alternatively, using oversized pipes; and drawing water from greater depths where our scientists have found they are not as abundant. It also reduces the impact of this particular animal. A report on the biology control of zebra mussels was completed by the water resources branch in April 1989 and published in July 1989. About 600 copies have been distributed to date.

I can tell you that we have been working with the federal government on this. It has recently proposed voluntary exchanges of fresh-water ballast at sea to replace fresh water with salt water, which kills most of the fresh-water species. We think that may not be quite stringent enough to limit the further introduction of the foreign species, including the zebra mussels, to the Great Lakes waters. It initially offered some hope, but we do think that problem will continue to be a problem. More stringent controls on the ballast water were recommended in—get this—this 1981 consultant's report to Environment Canada and the 1989 water resources report by the introduced species section of the American Fisheries Society.

The person who is much more expert in this field is Dr David Balsillie and I will ask Dr Balsillie if he will elaborate on this.

Miss Roberts: Just before you start, may I put another twist on it as well? It is my understanding that it will spread not only along the Great Lakes, but it can go inland as well to reservoirs and things like that. It is a great concern, if I could just put that on as well.

Hon Mr Bradley: The other person who is familiar with it—I had better state this correctly or I will get in trouble. In a theoretical scientific sense, Dr Balsillie probably has some great answers. In terms of the practical environmental part of it, probably Erv McIntyre has some good suggestions as well in this regard. So perhaps I will ask both of them, in case one wishes to refer to the other on this exceedingly important problem of the future.

Dr Balsillie: I am not sure that I can claim especially to be an expert in terms of zebra mussels. However, the work on zebra mussels has been carried out in my division in the water resources branch. The report which the minister referred to is available and we have distributed several hundred copies.

There is no doubt about the fact, as has been pointed out, that we are extremely concerned about the migration of the zebra mussel and that they move very quickly. It was discovered in Lake St Clair in 1988 and in 1989 it moved to inhabit a large portion of Lake Erie. We are concerned that it will move very quickly and start to inhabit portions of Lake Ontario during the next season.

The way that it moves very quickly is that it will attach itself to the sides of the hull of a ship or a boat and can then move very quickly. Then once it finds a new habitat, it can reproduce very quickly and therefore becomes a problem be-

cause of the sheer volume of these particular mussels.

The practical problems that are involved, as you have pointed out quite correctly, in terms of the plugging of water intakes—I think it is quite dramatic to see a pipe which is absolutely full of mussels or clams and they then interfere with the water supply for a given municipality.

There are a number of biological methods, chemical methods and physical methods, which are pointed out in the book. We have some concern about the use of some of the chemicals which might be used for chemical treatment. Therefore, we might not be so quick to identify those as the quick—and dirty—fix to some of these problems. In a rather practical sense, putting screening on the ends of the pipes, making the pipes larger and putting them out at further depth also allows some relief from the buildup of these particular animals.

As I say, we are quite concerned. We have put a lot of work into it. We will continue to monitor it and look for ways of controlling these particular creatures. We will work with the municipalities in terms of trying to assist them.

I do not know whether you want to add anything further, Erv.

1750

Miss Roberts: Just before he goes on to that, may I just pick up on your last sentence? You say you will work with the municipalities. The concern is the funding for dealing with this and how you are doing that now, working with municipalities. Could you just elaborate on that, and maybe the other gentleman is the person to do that, because it can become fairly serious?

Mr McIntyre: If I may deal specifically with the West Lorne, we did make an initial grading of the system. It certainly has a high enough classification in our priority system that it will get funding when it is ready to get funding.

The difficulty that exists at the present time is that the method we have used to allocate the portion to the municipality and the portion of the province is perhaps of concern to the municipality. We currently are awaiting a resubmission from the municipality, which is disputing the manner in which we calculated our portion of the grants.

We are always willing to have these discussions with the municipality, because we look at a piece of paper and may misinterpret what somebody has said. We are prepared to do this, and as soon as we get it in, we certainly will be recommunicating with the municipality.

Miss Roberts: I appreciate that, but I am more concerned in a general area as well. Are you going to be funding for putting new pipes down? What are you going to do to stop this menace? It is not only going to be in this area, it is going to be throughout the entire north shore. Is there going to be a program in place dealing with this, or how is it going to be looked at?

Mr McIntyre: It will already fit in within our priority system, because those kinds of projects where a municipality, through no lack of action on its own—and I have to qualify it that way—runs into difficulties with its source of supply, it gets a high grading in our priority system; and because it gets a high grading, it would get funding quickly on the availability scale.

As David has said, the problem is not going to be total, if that is the way to express it. There will be some intakes where it will be possible to use both mechanical and chemical means to keep them clear. There will be some where they are in deep enough water that it will not be a great problem to them. Certainly with all the new ones we build we are learning from the European experience, where they have been coping with this for quite some years, to make sure we do not create another problem with any new works we build or the municipalities build.

Miss Roberts: If a municipality is having a problem with this, you do have a chemical or physical response that you can use and with which you can help them out in some way, shape or form?

Mr McIntyre: To help them out, yes, not to cure the problem. We must not forget that this is a live animal and it can reinfest the area again.

Miss Roberts: Just to be very clear on this then, you do not have any particular mussel program, it is involved with the rest of your priority-setting?

Mr McIntyre: Yes, that is correct.

Miss Roberts: Is there any other infestation such as that that is going around the Great Lakes right now that is going to cause problems to the water availability of the people in Ontario? I know there is the pollution of the water, but this is availability of the water to the plants.

Mr McIntyre: I guess the only other one of a similar nature would be the act of God that prevents rainfall on those municipalities that are supplied by wells. There is a very similar situation.

Mrs Grier: What about the act of quality that eliminates the wells?

Miss Roberts: I was not thinking of that one in particular. Dave Neumann has a question or two that he would like to ask.

Mr Neumann: Thank you, Miss Roberts, for sharing some of your time.

As a follow-up on our topic today of waste management, I wondered if the minister could comment in the few moments left on problems that communities are experiencing in finding a market for the products they collect through the blue box program. I know that some products are moving quite well, such as aluminum, and we discussed that the other day; but there are others, for example, newspaper, and some other products, such as plastics. Is it a problem right now and how is it being addressed in the short term? I know you alluded to a longer-term solution with a possible plastics plant, but could you address the newspaper one in particular and perhaps whether the municipalities are finding this a serious problem?

Hon Mr Bradley: I should note here that the Quebec and Ontario Paper Co, which was in the news today, bought the recycling outfit in Toronto which deals with all of Metropolitan Toronto's recycling. Quebec and Ontario Paper is very committed to recycling. It has the only de-inking plant that is on stream at the present time.

Mr Neumann: Where is it located?

Hon Mr Bradley: Is located in Thorold, Ontario. I watched their process. It is an interesting process, by the way. They use two things: They de-ink the paper and reuse the paper, but they also use wood chips, a lot of wood chips, which I was surprised at, for their pulping process. This is stuff that would have been thrown away in a dump before, and it gets down to some of the questions everybody has been asking about, how do you reduce the amount of stuff going into our landfills and being burnt? In fact they use those wood chips that, as I say, would have been thrown away before for the pulping process.

What we do is we attempt to work with a group such as Quebec and Ontario Paper to identify those markets. There have been some markets overseas that we have taken advantage of, some markets in other jurisdictions. We may be in a position in about a year or so of not having enough recycled paper, because as newspapers and their contracts start to stipulate that a certain portion of the newsprint that is provided to them shall be recycled paper, there is going to be a great demand. This is where the Atlantic Packaging building, a de-inking plant that is

being constructed down in Whitby, is going to be exceedingly important. It will come on stream in 1990. It will be taking a lot of this paper and de-inking it.

Mr Neumann: Is the ink recycled as well?

Hon Mr Bradley: It is used for other purposes.

What is rather interesting is that they use magazines. The problem is that you and I cannot put the magazine in the blue box as easily because there is glue in it. The glue is the problem, but you know that the manufacturers of those, the publishers, produce them and what they do is they chop off the binding part and they use the rest of the paper so that there is no glue involved. So they do take it, because they actually need it to enhance the quality of the paper. It is a good opportunity, if you ever get the chance, to go through Quebec and Ontario Paper to see how it can be done. I think it is the really the wave of the future.

In terms of glass, because there have been some problems with glass, it is a matter of taking care to ensure that you are producing pure glass. For instance, if you mix ceramics in with it, it is a real problem for those who are taking it. If you separate by colour or by kinds of glass and so on, you will find out that the glass companies do not have the same problem they have when it is mixed or contaminated glass. That means a little extra work on the part of those involved in the recycling effort, but it is certainly worth while ultimately.

In terms of the cans, as you mentioned, the aluminum can particularly is the prize in the blue box. It is the reason people will collect it. We have not seen much of a problem with that particular item in the blue box.

With the plastics, apparently there is a good demand for the PET bottles in terms of recycling. They have reached their recycling targets, and as we develop these new—we talked to people about markets, we talked to municipalities before they set up programs. There is now wood, there is corrugated cardboard that some people are putting in it; there is just a variety of items for that.

In terms of composting, there may be groups that need that compostable material as a fertilizer or as an enhancer agriculturally, and that can be helpful.

There are ups and downs in it. What people have to do is keep the faith in recycling and not abandon it, because in years gone by what happened was they saw it as just a fad. They kind

of said, "The markets are down, let's get out of this, we all know it's not going to work."

Fortunately, in Ontario, our people—residents in the area, the municipalities, our ministry, OMMRI; everybody involved—have said, "Regardless of how there's a dip or there's a rise in the demands, we've got to keep going forward." Our ministry will be helpful in identifying and attempting to persuade people to be involved in this particular business. There is money to be made in it, and that is why I think it is so successful. People have recognized that there are dollars to be made in it.

The Chair: Thank you. For those who are keeping score, the Liberals have left two hours and 52 minutes, the NDP have left two hours and 33 minutes and the PCs have left three hours and three minutes. On my list yet, and I propose to start this way tomorrow, are: first, Mr Pollock; second, Mr Cleary; third, Mrs Grier; and fourth, Mrs Marland.

Hon Mr Bradley: If I can, at this point, since this is an appropriate moment, I would like to invite everybody—I think I have invited a lot of people—to the technology transfer conference of the Ministry of the Environment. Here is the schedule. I think there is a good program in here. I think you will find a lot of it interesting. We would love to see everybody there.

Mrs Grier: It is an excellent program. Are you covering administration fees?

Hon Mr Bradley: I think you get in free, do you not, as members of the Legislature?

Interjections.

Mrs Marland: Since we only have three days left, can I just ask you how this is going to work when at this point our caucus obviously has more time left than anyone else's does? When we get down to the last day, if our caucus has half an hour more than another caucus, are you going to let us use up our half an hour until we get even?

The Chair: We are going to finish when everyone has had exactly the same minutes and seconds.

Mrs Marland: So at some point we are going to have to let them go in to even it up?

The Chair: Yes.

Hon Mr Bradley: That is fair.

Miss Roberts: Is it air tomorrow?

The Chair: Air tomorrow, but you can talk about waste if you like.

The committee adjourned at 1801.

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Philip, Ed (Etobicoke-Rexdale NDP)

Roberts, Marietta L. D. (Elgin L)

Substitutions:

Grier, Ruth A. (Etobicoke-Lakeshore NDP) for Mr Philip

Marland, Margaret (Mississauga South PC) for Mr Eves

Also taking part:

McGuigan, James F. (Essex-Kent L)

Pollock, Jim (Hastings-Peterborough PC)

Clerk: Brown, Harold

Witnesses:

From the Ministry of the Environment:

Bradley, Hon James J., Minister of the Environment (St. Catharines L)

Castel, A., Executive Director, Corporate Resources Division

Reid, Julian, Assistant Deputy Minister, Operations Division

Posen, Gary, Deputy Minister

McIntyre, C. E., Executive Director, Approvals and Engineering Division

Balsillie, Dr David, Assistant Deputy Minister, Environmental Services Division

Wong, Hardy, Director, Waste Management Branch



Hansard

Official Report of Debates

Legislative Assembly of Ontario

Standing Committee on Estimates

Estimates, Ministry of the Environment



Second Session, 34th Parliament

Wednesday 8 November 1989

Speaker: Honourable Hugh A. Edighoffer

Clerk of the House: Claude L. DesRosiers

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LEGISLATIVE ASSEMBLY OF ONTARIO

STANDING COMMITTEE ON ESTIMATES

Wednesday, 8 November 1989

The committee met at 1540 in committee room 2.

ESTIMATES, MINISTRY OF THE ENVIRONMENT (continued)

The Chair: Okay, we are on our way. As it was agreed to yesterday—at least it was not objected to—the first questioner is Mr Pollock.

Mr Pollock: My question to the minister is basically about a hog farmer I have in my constituency who has a liquid manure operation, and every time he goes to spread his liquid manure on the field his neighbour calls your people and they come out and harass him. In one particular case he was charged. He claims he is being harassed because there was a bidding competition for a rented farm, he was the successful bidder and therefore the neighbour is using that route to get back at him. He also has called the Ministry of Agriculture and Food and wants its input into the situation. Is it a fair question if your officials wait until the Ministry of Agriculture and Food makes its recommendation?

Hon Mr Bradley: I will get a legal opinion on that, but you address a very serious problem I am confronted with many times, and that is farm usages. You people who have a lot of rural people in your ridings would recognize that. I remember one day in fact we were talking about liquid manure in the House and I was being chastised by someone in the opposition for worrying about some charges against people.

The problem is that if people violate the law, regardless of the motivation of the person who is suggesting that there be charges laid or bringing it to the attention of the ministry, then we are obligated to investigate whether there is sufficient evidence to lay charges. In regard to the specific legal question, perhaps I could ask Bonnie Wein, who is the director of legal services in the Ministry of the Environment, to provide an answer on that.

Ms Wein, you heard the question about that and how we would involve the Ministry of Agriculture and Food as well, or whether we would consent to having the Ministry of Agriculture and Food involved before this proceeded any

further. I do not know whether you can answer that.

Ms Wein: I am the director of legal services at the Ministry of the Environment. I would not want to comment on the particular circumstances of any individual case that might arise, but in general the type of situation you have outlined is not an infrequent occurrence. The ministry investigators in the investigations and enforcement branch, in conducting their interview with the neighbour and other neighbouring farmers, would assess everyone's opinion with respect to motivation, although that is not a legal prerequisite concerning the laying of charges or not.

Certainly the Ministry of Agriculture and Food frequently is involved in giving advice with respect to the background circumstances. In that particular case, and in the relevant legislation under both the Environmental Protection Act and the Ontario Water Resources Act, there is provision made for normal farming practices. So some evidence would be obtained with respect to what the normal farming practices are, through either the Ministry of Agriculture and Food or other farmers in the area, and consideration would be given to that in assessing the case overall.

Notwithstanding what normal farming practices may be, if there is a spill of manure that causes an adverse effect to the environment, and some of these spills are quite serious in terms of fish kill or other impairment of water quality, then there would be a legal basis for charges being laid and the investigations branch could proceed on that basis.

Mr Pollock: On the other side of the coin, as far as the Ministry of Agriculture and Food is concerned, I think it even subsidizes the construction of some of these liquid manure operations; therefore one would almost wonder, "Is this operation violating that code of practices?"

Ms Wein: The operation in itself would not, and it would be provided with assistance from Ag and Food in terms of how much manure it could spread, how thickly and under what circumstances. Some of the things they have to consider are whether or not it has been raining and how wet the soil is at a particular time, so they can consider what runoff there is likely to be.

Normally the problem is caused by the pooling of excessive runoff, because the particular farmer has not paid attention to those circumstances and a problem has been caused. In conducting that operation there is a responsibility to operate it properly, and Ag and Food gives it some guidelines with respect to that.

Mr Pollock: Back to the minister again, I would hope that your ministry would hold off until such time as the Ministry of Agriculture and Food comes up with its particular recommendations.

Mr Posen: There is a protocol between the Ministry of Agriculture and Food and the Ministry of the Environment to make sure we do not have two sets of investigators going in at the same time. The Ministry of Agriculture and Food attempts to work out and mediate the concerns between neighbours. If somebody persists in a complaint or if there is a serious problem that has gone beyond the question of normal farming practice, and it is quite clear that it is not normal, then the Ministry of the Environment clearly is involved.

Hon Mr Bradley: The problem we are confronted with is, as I have stated, that we cannot really determine what the motivation of people is. Those of us who have served on urban local councils know what it used to be like when neighbours would get to fighting with one another. The city would often get a call about a fence being too close or shrubbery being too high. You had your urban rules.

In this case I do not know the specific case and it would not be proper for me to comment specifically, but I know that in rural situations there are people who allege again that if neighbours are not getting along, then they may look for a farm practice which they believe is illegal and bring it to someone's attention. Our hands are really tied on that. If there is a complaint, then we have to investigate; if there is a violation, then we have to pursue the investigation and lay charges if necessary.

But I must say the protocol to which the deputy minister made reference is very helpful, I think. The Ministry of the Environment does not go looking to harass farmers, let's say. I know sometimes farmers feel that the Ministry of the Environment is too tough in agricultural settings and so on, but as a ministry we do not go out to harass people; we do act on complaint and we do try to involve as much as possible the Ministry of Agriculture and Food because there is that committee, the farm practices committee or

whatever it is called, that does look at this very carefully.

We have had the same thing in the Niagara region between farmers and new people who move in. More often, I guess, it is the urban rural people who get into a fight when they allow semiurban development in a rural area. But I know there are some circumstances where farmers are confronting other farmers and we will try to involve Agriculture and Food as much as possible to see if that can be resolved. There can be damage to the environment, particularly to waterways. Manure, I guess, is very high in bacteria and therefore we have not only fish kills but potential contamination of water that people might drink. That is why we have to take that action.

Mr Pollock: I think the problem sometimes is that some of these people believe, quite rightly in fact, that in certain cases municipalities dump raw sewage right into certain rivers and get away with it. These people get harassed, and charged in some cases. I took that from a comment from a person who, I felt, knew what she was talking about. She even told me when to be in a certain place to witness this. I took her at her word that a municipality was dumping raw sewage right in because at that time something had broken down in the filtration plant and bingo, there they were, just pulling the plug and letting it go in the river.

Hon Mr Bradley: If there were an illegal discharge to a waterway, certainly that should be drawn to our attention. There are times when a plant runs into a malfunction and then you either do further damage to the plant or sometimes there is a bypass. Nobody ever likes that situation, but that does arise from time to time. However, persons who believe there is a violation of the law, whether it is by a municipality, a branch of government, the private sector or individuals, certainly are welcome to call our ministry and advise us of that. We do try to follow up on all of those complaints.

1550

Mr Pollock: I just want to touch briefly on the problem we have in Marmora where they want to dump Metropolitan Toronto's garbage in the old Marmora iron ore site there. I do not know whether any of you or your people have ever looked at that site, but it is basically all bedrock and the mine cavity itself has well over a billion gallons of water in it. According to the miners who worked in there when they were drilling, they even drank that water because it was A-1. It would seem just the wrong route to go to put garbage right in freshwater like that. It would

contaminate the underground water supply for the whole area.

Hon Mr Bradley: Under our laws in Ontario, people are able to bring forward any proposal they wish. Obviously if the proposal has some deficiencies that are readily identifiable, these people have to be aware of that and their chances of being approved in any particular proposal, if it does not meet environmental requirements, are very remote.

For instance, upon getting such a proposal, our ministry, along with probably the Ministry of Natural Resources in that case, would look at that and come up with some early evaluation of it and probably advise the people at a fairly early stage what the major problems would be. In any event, if they brought forward a detailed proposal, they would have to have it evaluated. It then would go to a hearing where the Environmental Assessment Board would render a judgement.

But people who are proposing those obviously know when they are in a difficult situation, and if there are a lot of problems, then it is a real long shot for them. They are taking a big chance. If there are no apparent problems, I guess they would proceed, but you identify what you believe to be problems so anyone looking at those would have to know that the ministry would evaluate very carefully those problems before passing any judgement.

Mr Pollock: Yes. That is exactly what surprises me because I am quite familiar with the area and to me it just does not lend itself in any way for a landfill site. As far as landfill sites are concerned, my gut feeling is that I am opposed to them. Over the next 50 or 100 years landfill sites will do as much harm to the environment as burning garbage, for instance.

I know you have your views on that, and I do not want to prolong this question, but I am concerned that the person who owns this mine property is pushing it as far as he is. He was even on the local radio station saying that he is going to have a number where people could phone in and he would explain to them why this particular site was all right. That lends itself to the thought that he has some off-the-cuff approval.

Hon Mr Bradley: Nobody can have off-the-cuff approval. They have to know they have to go through very tough scrutiny. We cannot stop anybody from putting forward a proposal.

Mr Pollock: I realize that.

Hon Mr Bradley: Often one of the things I deal with, and this is really difficult for me—all of us have been exposed to these kinds of proposals

—is that a lot of people will come to me with a proposal and say, "Look, why don't you, as Minister of the Environment, just say it can't happen now?" I do not have the right to do so. I have the right to exercise my prerogative to put it through a tough process, or it automatically may go through a tough environmental scrutiny process, but I cannot prevent people from putting forward a proposal.

It gets the local folks in your area or in another area, for instance, somewhat concerned that this could happen. Obviously a proponent who wants to get some acceptance will go out, contact people in the area and try to put the best face on anything. That happens in all of these.

Mr Pollock: Oh, sure. That is what he is doing.

Hon Mr Bradley: But ultimately he has to go through a very tough hoop in order to get anything approved. One of the criticisms we as a ministry get from a lot of people is that we are far too tough in the criteria that we apply for proposals and therefore they say, "Well, you're going to discourage anybody from bringing anything forward." We think we have to be tough and apply those tough regulations.

Hydrogeology, which you are describing, is a very important component of any approval process. If hydrogeologically something is not acceptable, first of all, our ministry is not going to comment favourably on it and, second, the board likely is going to have a jaundiced outlook towards anything that is not hydrogeologically safe. So I want to assure you of that. These people, while they have the right to proceed, if they come and say, "Can we put forward a proposal?" we have to say, "Yes, you can, and here is what you must do in your proposal." But we would not, I think, give any assurance that there would be approval at that stage at all.

Mr Pollock: One last question is—and this is off course of what we have been on; the vice-chairman might be concerned about this—who is supposed to be carrying the ball on this zebra mussel situation? Any information that we have got is from your ministry yet it appears in my mind that it should be a problem and a concern of the Ministry of Natural Resources.

Mr D. R. Cooke: And the federal ministry.

Mr Pollock: Yes. Any federal watercourse is—

Hon Mr Bradley: That is true. You look at it and I guess you talk to—the federal Department of Fisheries and Oceans would be one. I do not know whether the federal Department of the

Environment would be, but certainly the Department of Fisheries and Oceans. Provincially, the interested parties would be the Ministry of the Environment, from the point of view of what it can do to sewer systems, for instance, or water filtration systems, and the Ministry of Natural Resources in terms of what would happen to the fisheries or generally looking after the lakes that would be infiltrated by the zebra mussel.

For instance, I have in front of me a picture. It is a rather interesting pun, I guess. It is a picture of a "mussel" car—and it actually has mussels on it—that has been hauled out of an area, it says, stolen from a Chatham car dealership and dumped into Lake Erie. You can see the problem that exists right there on the car itself.

So we are working in conjunction with the federal government. Our director of water resources, whom I saw around a minute ago, would say specifically whom we have working on this and who has the lead.

What you are going to be confronted with in these situations is the following: You are going to have my ministry say, "Yes, we have some responsibility for it," and the Ministry of Natural Resources will say, "We have some," and the federal government departments will say it has some. Your question is: "Who has the lead? Who is carrying the ball on this?" I guess Erv McIntyre may be the person who can tell me who is carrying the ball, or David Balsillie, one of the two. It is like the lamprey when it came into the Great Lakes.

Dr Balsillie: There were some mussels that were brought in. I am not sure whether—

The Acting Chair (Miss Roberts): I passed them around for everyone to see. Thank you very much.

Mr McIntyre: We view that we have the lead where it comes to the interference in water supply or sewage treatment. It is the things that we spoke of yesterday to the acting chairman today, about the things we are doing for our water intakes across the province where the infestations are taking place.

I think David is probably far more competent than I am to speak on where they came from and what happens to them, but we all have to realize they are a natural organism and I do not think we are going to eradicate them in the near future.

Mrs Marland: He was on the record yesterday.

Mr Pollock: I should not prolong this, but is there a chance of them ever being kept out of our inland lakes?

Dr Balsillie: As has been pointed out, there is a possibility of their moving up the systems. We are hopeful this will not occur. On the other hand they are very small; they can attach themselves to the hulls of boats and they are able to reproduce very quickly.

We feel there is a reason for us to be concerned in this area, so we are looking at different ways of handling this situation. But as you say, there are split jurisdictions here where the Ministry of the Environment is concerned, but because of the things it leads to, which Mr McIntyre has explained, there also is a situation here where the Ministry of Natural Resources has a role to play in terms of the habitat and the environment in that type of situation. So it is a split jurisdiction.

The federal government looks after the ballast water, etc., where they can be transported from Europe, say, to Canada in the ballast water. So they have requirements now for exchanging their ballast water so they are carrying saltwater instead of freshwater.

Mr Pollock: But that was the suggestion, that they could do that regularly before, but no law is in place.

1600

Dr Balsillie: I think that is now a requirement under federal jurisdiction.

Mr Pollock: It is like locking the door after the horse has been stolen as far as that is concerned.

Mr Cleary: We talked a little bit the other day about different types of sewage treatment plants; namely, primary, secondary and tertiary. I was just wondering if you would have any idea of the different capital costs and then the operating costs afterwards in these types of plants.

Hon Mr Bradley: This is a question we get confronted with many times by municipalities, because in Ontario, first of all, virtually all of our sewage is treated in the province, unlike others. You perhaps saw what happens along the St Lawrence River. Just recently, the government of Quebec has embarked upon a very ambitious program to put in a number of sewage treatment plants.

You heard me mention the cost. I will just give you one example of a cost that comes to my mind, and I will get some further elaboration, but one of the costs that comes to my mind is the Ottawa sewage treatment plant. Going from the primary to secondary treatment, I believe, is going to cost over \$400 million for one sewage treatment plant. I notice Quebec put one in that cost \$2 billion for a sewage treatment plant, and it is not working right now, in the city of

Montreal. At least, they had a big problem with it this past week, and there is a \$2-billion cost.

So we talk great costs, and then one would presume that a tertiary plant, for instance, which sometimes has phosphorus removal, would be the largest cost in operations. Again, Erv McIntyre would probably be in a better position to tell us the relative costs capital-wise—I know it depends on the size and so on—and of operating the primary, secondary and those which have some tertiary treatment.

Mr McIntyre: If I can start at secondary plants—and I am talking now of a green-field plant in an area where the property costs are not going to kill you by virtue of their prices and something that is near a water body where I do not have to transmit the effluent too far once I have built the plant—it will run you in the order of \$3 to \$5 a gallon, so if you are building a 100,000-gallon plant, it will cost you somewhere between \$300,000 and \$500,000 capital to build.

If you are building a primary plant, it is in the order of \$2 to \$4 a gallon. To add tertiary—

Hon Mr Bradley: When you talk about tertiary, perhaps you could tell us what tertiary means.

Mr McIntyre: Tertiary is used in two senses. It may be used to improve the overall organic content of the effluent, that is, the biological oxygen demand and the suspended solids level, or it may be used to reduce the phosphorus level or it may be an ammonia reduction process where you have a fishery in a small watercourse where you are trying to reduce the ammonia content. The most common form of tertiary treatment is filtration at the end of it, and that will run you somewhere in the order of \$1 to \$2 per gallon.

As for the operating costs, if you say to yourself the operating costs are staffing, chemicals and power, those are the three things that add up to your operating costs, it will vary depending upon the size of the plant. Obviously, you cannot split a body, a human being. Maybe you only need, in theory, three quarters of a human, but you have to have a human, and your safety laws require that in order for you to do most anything in a confined space area you need two people, so at a small plant you end up with a high unit cost of operation. You get into economies of scale as you get into a higher range. That is why there is not a good figure you can use for an operating cost.

Hon Mr Bradley: When you go from primary to secondary—perhaps you could just tell us what the difference is between primary and secondary. Many people ask us that all the time. They say,

“You want us to upgrade to a secondary plant; what’s wrong with our primary plant?”

Mr McIntyre: In the vein of normal parameters, a primary plant is usually viewed as being somewhere in the order of about 30 per cent efficient in removing BOD and about 65 per cent efficient in removing suspended solids. A secondary plant, and again, I am talking something not overloaded either organically or hydraulically, should run you in the order of better than 90 per cent efficiency in removal of those two parameters.

A primary plant largely will consist of grit removal; primary sedimentation and digestion; and chlorination of the effluent. A secondary plant will add on to that the erosion tanks, the final settling tank where you clarify the materials and return the sludge back to the activated sludge process, and chlorination.

The Acting Chair: Do you have any other questions, John?

Mr Cleary: Yes, I do. Where a new sewage and water plant is in place and there has been an agreement signed between the Ministry of the Environment and the municipality to operate that plant, if you see another municipality that could probably be able to operate that plant a bit cheaper, with a saving to the municipality, are these agreements carved in stone or can you get out of these agreements?

Mr McIntyre: Absolutely our policy is to return the plants to the municipality, of course, with the responsibility that goes with them in terms of the Successor Rights (Crown Transfers) Act or something that requires you to employ the employees—you cannot lay them off as a result of amalgamation for a period of time—but other than that, that is the only criterion. We have been encouraging the municipalities for quite some time to take the plants back if they feel they are capable of operating them.

Mr Cleary: But can another municipality operate a plant?

Mr McIntyre: If we have an agreement with the first municipality, if the first municipality would say, “We have another authority capable of operating this and we’d like to terminate this agreement with you,” yes, that is possible, again with the criterion that I stated in there.

Hon Mr Bradley: I should tell you as well that there is sometimes no—I will not say rhyme or reason. It does not depend on the size of the municipality. Where there is not a large local municipality, one would expect that perhaps there would be requests for the Ministry of the

Environment to construct and operate and then charge back to the municipality. In fact, we have some very large municipalities which have plants operated by the Ministry of the Environment. We are happy to have the larger municipalities take them over, but under the conditions which Mr McIntyre has described, and I guess for some people there is more of an incentive to take it over and for others there is not.

Frankly, it is nice when municipalities that are capable of doing so will operate them, but we have long-term agreements with people and sometimes they simply do not want to do that at the local level. We use a chargeback system to them and it is reflected in the rates they pay for water and I guess the rates they would pay for sewage. That is how you determine what the cost is going to be for any local municipality.

Mr Cleary: In other words, a larger municipality could operate a plant for a smaller municipality.

Hon Mr Bradley: I guess the question is, can one municipality do it for another, and I guess the answer would be yes, if they had an agreement.

Mr Cleary: The other thing I have here is that my riding is a border town to the United States, namely, Massena, and I guess my question is, what efforts are being made by the province to ensure that the US Clean Air Act will be passed?

Hon Mr Bradley: You have two basic problems at Massena that have been identified. First of all, you have air emissions from across the border, but you also have contamination problems that have existed at Massena for some period of time. We are involved in a—it is not a joint RAP in this case. We would love it to be a joint RAP, a remedial action plan with New York state, in other words, co-operation between New York and Ontario on it. What they are doing through the process of the RAP is to identify the specific problems in the first stage, and second, to identify solutions to those problems.

I know there are some industrial concerns that are located along that particular area and have caused some problems. I have met with the commissioner of the Department of Environmental Conservation of New York state, Tom Jorling, and his predecessor, Hank Williams, to discuss matters such as this over the years and try to get them to run joint RAPs with us. Certainly we continue to keep the pressure on. We try to do the job on our side of the waterways as well.

Unfortunately, we do not have any control over the other side and my big concern is in looking at the budgets on the other side of the border in various states, not just that they are not

getting the kind of increases but in some cases are either flat-lined or getting cuts in their budgets for environmental endeavours. This concerns me, but in this case I think there is a good deal of determination to clean that up.

David Guscott, who used to be the director of the southeastern region, may wish to speak to this, unless he designates someone else. I know that David was involved for some period of time in looking at the situation at Massena as it relates to us in Ontario.

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Mr Guscott: I am David Guscott, director of central region. I am not sure what I can add to what you have already said about the situation unless there is a specific question. I was out of the room when you asked your original question.

Mr Cleary: Do you want me to repeat it?

Mr Guscott: If you do not mind, if you had a particular question you wanted me to address.

Mr Cleary: I just asked the minister what efforts were being made by the province to ensure that the US Clean Air Act will be passed.

Mr Posen: We were particularly interested in the Massena RAP.

Mr Guscott: Right. We have been working hard with them. Bob Helliard, our representative and co-chair of the RAP in the Cornwall area, has been dealing with officials from the New York Department of Environmental Conservation trying to get their agreement in that area. As you know, air pollution is a concern in that area. It has extended to the point of affecting agricultural uses in the islands of the St Lawrence and it certainly requires some considerable further work as it relates to those particular industries. New York has begun to take some control actions on them and things have improved in our monitoring, but our major concern is that we are not seeing a co-ordinated response, which is what the RAP can give when you get into this kind of a question.

Mr Cleary: I had better pass for now and give someone else a chance.

Mrs Grier: I know the minister has to leave. Before I start, can I ask how much longer we have with the minister?

Hon Mr Bradley: I am trying to leave at five o'clock, if I can. Is there a vote today at 5:45?

The Chair: No.

Hon Mr Bradley: That took place right after question period; okay.

Mrs Grier: I want to concentrate on two aspects of air pollution today, the clean air

program and vehicle emissions. Perhaps I could start with some questions on CAP and pass and then come back to that. I had asked in my opening statement if I could have some figures on the amount of this budget that is allocated to CAP and the number of staff appointed to the project. Could somebody perhaps give me that information?

Hon Mr Bradley: Yes, we can certainly get that information. Would that be David Balsillie or André Castel, one of the two, if we can try to identify it? Perhaps if you want to keep going, they can—

Mrs Grier: I also wanted to know where the timetable was at. It is now two years, I guess, since the discussion paper was released and we had hoped to have a draft of the revised regulation by the spring of 1989.

My question about staffing is related to the allocation of resources to this program. You have told us the emphasis that has been placed on the municipal-industrial strategy for abatement, and I do not deny that, but I guess I want some assurance that equal attention is being paid to air, especially in view of the information we have discovered over the last two years about the contribution that airborne toxics make to water pollution and land pollution. I think it would be shortsighted to ignore this sector and I just would like, first of all, I guess, to get the resource allocation.

Hon Mr Bradley: There is no question about it that it would in fact be shortsighted to do so. A lot of people do not recognize that which you have said, that much of the contamination in large bodies of water in fact comes from air pollution.

We see that, as this program advances to a stage where MISA is, we will be adding staff and adding resources as we reach those stages.

The initial stage, as you know, has been a consultation stage and we have had very extensive response from environment groups, from industry, from individual citizens and from other parts of the government response to the clean air program and the direction which we are going.

We have also tried to move in certain control orders and in certain policies to address problems even before CAP, because I think one of the concerns you would have is a concern that I would have, and that is that you do not just wait for the whole program before you take action.

This is why we banned apartment incinerators, for instance, and I must say we faced a good deal of opposition from some people about that. I think it was a good move and I think the

opposition has died down now, but we faced a good deal of opposition because of that. I was concerned about that. We took that action regardless of the clean air program. We just got rid of them.

Second, in terms of garbage incinerators, we have a policy that any of any significant size must go through the environmental assessment process and we have very stringent, state-of-the-art requirements for air emissions of any new garbage incinerator. Mrs Marland would be aware of the hearing that took place in Peel for the—what is it called, SNC—

Mrs Marland: Yes.

Hon Mr Bradley: —incinerator where 31 conditions were placed on that. We are taking that action, but I think we have André Castel and Dr Balsillie, who will try to identify some of the resources that are being devoted to this program at the present time.

Mrs Grier: And the current timetable, please.

Hon Mr Bradley: And where we hope to be in the near future.

Mrs Grier: Where you are now, as opposed to where you hope to be in the future.

Hon Mr Bradley: Oh, I thought you said—

Mr Castel: I am André Castel, executive director of corporate resources. We have 13 staff allocated, mainly for the regulation development, and a budget of \$860,000 approximately. We also have two economists who are working on the economic studies.

Mrs Grier: How does that compare with the staff in that section of the ministry two years ago?

Mr Castel: The staff of the air resources branch is 116 this year.

Mrs Grier: I see.

Mr Castel: In both of them.

Dr Balsillie: I think, unfortunately, there is some confusion.

Mrs Grier: I wondered if new staff had been hired in allocation to this program or if there had been a redeployment of existing staff and—

Dr Balsillie: It has been both in terms of this program. Of the nine people, some of them have been redeployed from within the branch and some of them have been new positions that have been created in order to work on the regulation 308 clean air program.

Mrs Grier: And when might we expect to see a response? Tell me perhaps what the next stage is going to be and when that might be expected.

Dr Balsillie: The next step will be the release of the document which pulls together all of the comments which were on the previous discussion paper and our direction from that, from all those comments that we have received. I would anticipate that that document will be coming out shortly.

In the meantime, we are also working on the development of a draft regulation and we are working very intensely on that now. We hope to have that in the not-too-distant future, beyond the release of that document. To actually give you a month or whatever, I think it is quite difficult for me at this time.

Mrs Grier: I see.

Hon Mr Bradley: As you get to that stage, that is when you see staff start to expand, and when you get into the implementation, of course, as we are with MISA now, it really expands rapidly, and that is where it is.

Mrs Grier: So the draft that Dr Balsillie is talking about is the revised regulation?

Dr Balsillie: Yes, it is a regulation—

Mrs Grier: Is that going to be another draft revised regulation or a revised regulation?

Dr Balsillie: No, we have not put out a regulation or a draft regulation to this point.

Mrs Grier: Right.

Dr Balsillie: It will be a draft regulation for comment and discussion with public interest groups, with the industry, with municipalities, with all those who have an interest because they are emitters into the atmosphere.

Mrs Grier: When you say very shortly, I know I cannot pin you down very closely, but are we looking end of 1989 or are we looking spring of 1990?

Dr Balsillie: For the release of the response document?

Mrs Grier: No, the draft regulation.

Dr Balsillie: I would say into the spring of 1990.

Mrs Grier: How long do you anticipate you will require for public discussion and review of that document?

Dr Balsillie: I think that will depend on the amount of response that we get and the degree of difficulty that we find out there, either on the one side in favour or in contravention of it. Last time, when we put the discussion document on the street, the discussion was intense and those people who were going to have to use the models asked us for time to take those new computer models, put them on to their own personal

computers and then determine how much of an impact this was going to have on their emissions and that activity, and they had to hire consultants before they could even respond to us. Once again, I think if the comments go fairly quickly, then it might be a fairly short turnaround time. If it turns out there is a degree of difficulty, etc, that our clients find themselves in, then the discussion period might be more lengthy.

Hon Mr Bradley: But having already had some kicks at the can, we are going to be less patient as we get into the final stages, because they have had the kicks at the can, in fairness to them, and they have expressed their views and we will be aware of them.

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What I think is encouraging—mildly encouraging; let's put it that way—is to watch them now when they are putting in new stacks and so on, the number of the companies anticipating what is happening and in fact installing the best available technology.

Mrs Grier: I am wondering if you have decided on what direction to go in with the new regulation. Is it going to be the kind of regulation where you will define the emission rate for each source, or are you going to be looking at an industry-wide limit? Can you give us some sense as to where you think the best opportunity for regulation lies?

Dr Balsillie: The concept which we have is to deal with the contaminants in categories, based on their toxicity and what we call their hazard degree. The most toxic chemicals will go into level 1. I might say that the things that are in there might be things like dioxins, furans, PCBs, benzene, etc.

On the other hand, we have a level 2 where there are compounds which we know require containment but are not in the absolutely toxic area, and these would be sulphur dioxide, nitrogen oxides, some volatiles, etc.

In the third category we would have those compounds which were considered to be a nuisance, things like odours, inert particulate of a certain size.

What we would do then would be tackle the most toxic first, and we would be looking at rates of emission of the most toxic chemicals from a given source, having applied to those sources the lowest achievable emission rate. We would apply technology to those sources that were emitting those chemicals. We would have the best—and it is better than the best available technology economically achievable—the lowest

achievable emission rate technology known anywhere.

Mrs Grier: Will that then be applied on a source-by-source basis?

Dr Balsillie: Yes.

Mrs Grier: Will the industries be required to update technology, and how will that be handled? Will there be an ongoing review of each and every source of emissions?

Dr Balsillie: There will be an ongoing review of available technology. We will be looking at, for instance, requiring renewal of certificates of approval so that as the certificates of approval come up for renewal the technology which is in place on that particular source would then be reviewed. So if there were a better technology which would give us a substantial reduction, we would, in terms of their new certificate, require that new technology.

Mrs Grier: Can you explain to me why you are not going on sort of a total loading approach? This is how much of this contaminant we can afford to have in the atmosphere.

Dr Balsillie: Okay. It is a two-tiered type of concept which we have. We would treat every source which was emitting into the atmosphere. At the same time we will have ambient air quality standards. You know right now we have what we call a point-of-impingement standard for a given source. The material comes out of the stack, travels and lands at a monitoring site or it is calculated by dispersion calculations. That is our half-hour point-of-impingement standard. What we are going to do is change from that concept to an overall ambient air quality standard. That would require that the ambient air quality could not exceed that amount—and we would be looking at the total amount of material being emitted into the atmosphere in that given area—that the air quality for that contaminant would have to remain below the standard.

Mrs Grier: Does that mean shutdown orders for an industry on a given day if the ambient air quality is higher than required?

Dr Balsillie: I think more than moving in and shutting them down on a given day, we are looking at a management concept here. If we have more than a given amount on a given day or on a regular basis, then we would be looking at how we should best manage that in terms of unmanaged sources—are there ways of changing process or whatever—so that we could actually bring the total level of emissions down so that the ambient air quality stayed within the standard.

Mrs Grier: When you are looking at a level 1 point of emissions, will you be looking at all sources, large and small, that emit those? Or is there going to be a distinction within that, between large sources and small sources?

Dr Balsillie: I think that at the outset we will be looking at the larger sources, but the intent would be ultimately to look at all sources.

Mrs Grier: The regulation is going to be extremely detailed, it would seem, with every source outlined, what its level might be and what its control order might include.

Dr Balsillie: We are looking at quite a level of detail. We are looking at source registration and we are looking at management of a large number of individual sources within the province, yes.

Mrs Grier: That is heavy implementation and God knows how long to get it all in place. I remember how long it took to register apartments when we went into rent review. Are you going to—

Hon Mr Bradley: Nothing is easy in this world, and that is the unfortunate part of it, to do it in a very detailed way. If you do not do it in a detailed way, people say, "Why didn't you do it in a detailed way?" If you do it in a general way, they will say, "Why didn't you do it in a detailed way." It is win or lose.

Mrs Grier: I guess what I am trying to get at is why are you doing it in this specific way. If MISA and its approach, of a sector-by-sector basis and committees and working out the technology, is so great for that approach, why does it not work on this approach?

Hon Mr Bradley: I think you have, first of all, far more sources when you talk about stacks and different kinds of sources of stacks going up there. That is one problem. But we will take into consideration, as Dr Balsillie has mentioned, the total loadings that you see for the province of Ontario because, as I think everybody has pointed out at one time or another, if you just isolate them and pick one by one and then the total loadings are not satisfactory, you have not achieved what you want to achieve.

I can tell you that our approach, which we have put out there for comment and which certainly has been indicated as our favourite approach, is not the point of impingement being the determinant but rather what is actually coming out the stack. The problem with the point of impingement is yes, it makes some sense in that it does not—

Mrs Grier: I totally agree with your approach on that.

Hon Mr Bradley: It will make some sense for some people who will say, "Point of impingement because it did not hurt the ground here." They forget that there is a multiplicity of sources and you have to look at the total loading. We certainly have adopted that as our philosophy.

It will be a detailed regulation and we will be going after stack by stack, literally. Obviously, as Dr Balsillie has indicated, our thrust will be to take the largest and most significant sources first and work from there. That will have the greatest impact at the earliest period of time.

Mrs Grier: The discussion paper, I think, talked about all new sources, about 1,200, coming under the regulation immediately and then taking—I think you quoted 20,000 existing sources which would be phased in within five years of the regulation. Are you still looking at that kind of timetable?

Dr Balsillie: I think the total number of emission sources has increased in terms of our looking at the total number that are out there. Therefore, the time frame for the total implementation, I think, is probably going to be at least that, if not longer.

Mrs Grier: Longer than five years for existing sources?

Dr Balsillie: For existing sources.

For all new sources, once the regulation comes into effect, and indeed in certain cases now, as the minister has pointed out, for something like incinerators—and we are looking at a few other compounds—we are looking at applying the lowest achievable emission rate or best available technology because we feel we cannot wait in certain instances. But any new source, which would be emitting level 1, level 2 or level 3 sources, would have to meet, in terms of their application for certificate of approval, the requirements under the clean air program.

Mrs Grier: Then the ambient air standard that you talked about, would that be part of the initial regulation from the beginning?

Dr Balsillie: Yes. Then we could identify those areas where we knew we had the most problems and we could also attack them on a systematic basis.

Mrs Grier: The goal of virtual elimination, will that be part of the regulation or a stated objective of the program?

Dr Balsillie: I think that has always been a stated objective, of removal at the source so they do not go into the environment. That is why we have adopted for the most toxic compounds the

lowest achievable emission rate, which essentially leads to virtual elimination.

Mrs Grier: Who decides what that is? In MISA we have these committees on the various sectors that are debating, negotiating, determining, and who is going to make the decision under CAP as to what the LAER is?

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Dr Balsillie: Under the LAER? That will be decided on available technology which is available almost worldwide. The onus, as we understand it and perceive it at the present time, would be on the applicant to submit that information to the Ministry of the Environment, that he has surveyed the available technologies which are out there in the marketplace and in use in any similar operation and that he feels that he can apply that technology or can develop a new technology which would apply to those sources. And we, the Ministry of the Environment, would review that information to ensure that we were satisfied that what they were proposing was indeed satisfactory in terms of lowest-achievable-emission-rate technology.

Mrs Grier: I would like to have some questions on vehicle emissions, but if somebody else wants to get in in the interim, I will be happy to—

The Chair: You better go for about five more minutes and split the time.

Hon Mr Bradley: Just before you do that, I was listening to something Mrs Grier had said that I was interested in. When we announced the program, you will recall that we said that we would deal with the most significant or the worst sources in the first five years of the program and the remainder in the other five years of the program. Again, I think it is significant that we do it in that process as opposed to simply tackling them all at once, to employ our resources where they can be most effective as opposed to simply in a hodgepodge.

Mrs Grier: Could I have some comment on the status of the vehicle emissions program? In my opening comments I made some reference to the lack of staff and the number of cars that were tested. I am particularly interested in whether the safety certification expansion program of the Ministry of Transportation is going to take effect and how that will affect those cars that are now on the road. Are we closer to an annual emission check?

I am sure you are going to tell us about the new standards that are coming and how great the federal-provincial agreement is, but given that it

is not going to be in place until 1994—and I think it takes seven years for all the old cars to be off the road and replaced by the ones with the newest technology—are we looking at the year 2001 before we have a significant reduction in our vehicle emissions?

Hon Mr Bradley: Actually, I think that you invite me to extol the virtues of this agreement.

Mrs Grier: No, no. I am hoping to head that off.

Hon Mr Bradley: I thought you wanted me to extol those virtues. It was very encouraging, let me say that much.

Mrs Grier: Obviously.

Hon Mr Bradley: We have had discussions with two different groups which we think we can work together with very well within the government. The one is the Ministry of Transportation, as it is called now. It used to be the Ministry of Transportation and Communications. We are looking at something very simple, I guess, to most people, and that is you have to have a safety check when you sell the car. There is a safety check then. It seems very logical that this is the start, and I certainly cannot see why not. I have not encountered any opposition from MTO that you could not simply have the emission controls checked at that same time. We would anticipate that we would not have a problem in establishing that. In fact, we have good co-operation so far with MTO on that.

In addition to that, we train provincial police officers so that you do not have to have a scientist out on the road testing the vehicle emissions as you are going along. In fact, you have—

Mrs Grier: But can they lay charges on the basis of that?

Hon Mr Bradley: Yes, they can, but what happens is they get special training from us so they can detect certain problems with vehicle emissions and—

Mrs Grier: But do they then not have to bring them back to the testing centre or have them sent in to be tested within a certain period of time?

Hon Mr Bradley: Dr Balsillie will elaborate on that.

Dr Balsillie: The training which we have given to the OPP is related to opacity of emissions. The way that people are trained now, what is acceptable in court is that you have certified an individual, that he can tell by looking at smoke whether it is 20 per cent, 40 per cent, 60 per cent opacity. If a vehicle is emitting more than 20 per cent—I think it is 20 per cent

opacity—then the OPP officer can issue a ticket under the Highway Traffic Act because the opacity regulation is under the Highway Traffic Act. On the other hand, for—

Mrs Grier: And that is in place now?

Dr Balsillie: Yes. In addition to that, where the police suspect that the vehicle, for whatever reason, is emitting more than the pollution standard levels or where they suspect that there is tampering, especially with cars which the young people have turned into muscle cars, as the minister was showing earlier, they do refer those to our test centre for tailpipe emission inspection.

While we are not doing as many cars, you mentioned the other day that a very high percentage of the cars that were tested did not pass. The reason is that the majority of cars that come to the centre for testing are referred to us by the police. We have a very exclusive type of clientele. There are those who are sent to us expecting that they will not pass, so in actual fact we see that about 60 to 70 per cent of the cars we check at the test centre do not pass but it is because they have been referred there because they are not expected to pass.

Mrs Grier: What is the record with the opacity test? How many charges were laid last year and what was the rate of conviction?

Dr Balsillie: I do not have those numbers, I am sorry.

Mrs Grier: Perhaps you can furnish those some other time.

Dr Balsillie: I can get those, yes.

Hon Mr Bradley: We will try to get those for you. I should note as well that the note here says something I perhaps had neglected to say, that new air emission standards came into effect last year for vehicles, you will remember. These replace the pre-1989 emission standards. As these come into effect over the next four or five years and others are phased out, we will see a falling in the emissions with this new fleet.

You will recall that for a while the United States was somewhat ahead of Canada in terms of vehicle emissions, and my understanding is that last year we caught up to them as our national government put in emission standards for vehicles that are equal to the those of the United States. As you know, they are also phasing the lead out of gasoline at the same time, and then various provinces are taxing in such a way as to discourage people from burning leaded gasoline.

What I was pleased to see, which did not happen initially, and some people pointed that out, was that you have virtually the same price

for your unleaded and leaded gasolines—not the premium, but the regular, as they call it—and that certainly has taken away the incentive for people to tamper with their equipment.

Mrs Grier: I think Dr Balsillie has the figures.

Dr Balsillie: No. The figures Mr Piché was giving me were the ones for the test centre, which are the ones I already have and which, as you pointed out the other day, were tested during 1988-89. So far there are 665 vehicles, of which 443 failed, and figures are similar for 1986-87 and 1987-88. You had asked specifically about the OPP program, and the figures he gave me are not the OPP figures.

Mrs Grier: If you could get those for me and furnish them later, I would be grateful.

Dr Balsillie: We will look into that, yes.

Mrs Grier: Are there any plans to have any test centres other than Toronto?

Dr Balsillie: What is planned, under the safety certification program, is that garages would be trained for the turnover of vehicles, to add the pollution control check to that safety certification. Garages all across the province then will have the capacity to look at and inspect pollution control devices. We are hoping to expand the program in that fashion.

Mrs Marland: I just want to pursue the motor vehicle emissions aspect initially, to tell you that I attended the United States Senate committee hearings on the Clean Air Act about six weeks ago to listen to that debate provided there by the lobbyists, and of course all the major automobile manufacturers were represented.

What the US Clean Air Act is asking of those manufacturers is an engine that will have standard emissions guaranteed for 10 years; in other words, for the life of the vehicle. What the automobile manufacturers are saying is that is impossible unless the public is willing to add to the cost of vehicles perhaps \$200 or \$300 for that kind of catalytic converter.

It is awfully difficult to sit there knowing that people spend \$200 and \$300 for power windows and suggest that people would not be willing to spend \$200 or \$300 to protect the environment. I really wonder whether the Ontario ministry can show some leadership in insisting that this kind of design be incorporated and be a requirement for cars manufactured in or imported into Ontario.

Hon Mr Bradley: I think that is a valid point. Unfortunately, the discussions you heard essentially takes place only in North America and not in Europe, but the Europeans must meet our

standards. I can assure you that is exactly what has happened.

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What happened at the federal-provincial conference in Prince Edward Island was adoption of the proposed—not just the existing—California standards for emissions, but that equipment would have to be put on the cars. We in Ontario were the ones promoting this. The Premier (Mr Peterson), at the premiers' conference, put this forward. The premiers' conference agreed to it. I put it forward from the provincial government's point of view and there was consensus. What was encouraging was there was consensus to move that quickly.

There is no question you have identified probably in the best way possible putting forward the costs. Sure, people will pay for a lot of gadgets on a car that are luxuries or nice amenities. We are only talking, it seems to me, \$200 or \$300, and even if it were a little more than that, what we are doing is protecting the air of the country. I was very pleased that out of that meeting, because sometimes those meetings are not that productive, came exactly that resolve.

You saw the reaction, I am sure, when you looked at the newspapers, of the automobile manufacturers, who were not amused. I know Mr Corcoran, who writes a column in the *Globe and Mail*, chastised us and said, "Oh, these environment ministers, they are just doing this for political reasons." I mean, he forgets that it is the air that we are trying to protect out there. We, I think, can overcome that kind of criticism from the automobile manufacturers. But, Mrs Marland, you would find it very interesting that if you talk to those people, they say, "Why don't you go and see people about gasoline? Why don't you go to see those people?" The gasoline people say: "It is marvellous what you are doing. Make the automobile manufacturers do it." We have to do both, of course.

Mrs Marland: That is my next question.

Hon Mr Bradley: You are right in identifying the fact that it is a worthwhile investment to do it.

Mrs Marland: I really feel that the public is at the point—because the public is advanced with their education and their concept and their understanding of what we are doing to our environment today. They are at the point where if they knew that for the price of power windows they could drive a car for 10 years that would have reduced or eliminated emissions that were harmful to the atmosphere—

Hon Mr Bradley: There is no question about it.

Mrs Marland: I want to ask you, since we now have very well documented reports from different states, and as an example I think I gave in the House last week, Denver has a 12 per cent reduction because of the use of alcohol fuel, what leadership your ministry is going to show. Will you legislate a requirement for the development and introduction of alcohol fuel as an alternative to the product that we all use now with its resulting emissions?

Hon Mr Bradley: All Canadians and all departments from the provinces and the federal government are looking at fuel and the effect fuel has. There is a problem with alcohol. It looks on the surface as though it is a good solution and it should be explored.

You were fortunate, as I say, to sit in on the hearing. You get some good experts there. I have listened to experts who say if you look at the mass balance for the environment—and these are environmentalists saying to me: “Watch that carefully. You have to look at”—for instance, the corn producers think it is a great idea and that is to be expected. Farmers see it as a good opportunity. The environmentalists say: “Look at what it costs in terms of energy, the energy you consume to produce the corn. Look at the pesticides and herbicides that you will use to produce the corn. Look at the emissions from the vehicles that are used on the farm. Balance that against what benefits might be derived from more alcohol in the fuel and you may come to the conclusion that it is not a net benefit.”

I do not think that is a reason to abandon looking at that and viewing all of these surveys, but I, like you, initially thought, “Gee, that sounds like a great idea,” until some very expert environmentalists called into question that tactic.

Mrs Marland: Okay. I am asking this question on my own behalf as spokesperson for the environment.

Hon Mr Bradley: Yes, sure.

Mrs Marland: But I am also asking it on behalf of my caucus colleague the member for Stormont, Dundas and Glengarry (Mr Ville-neuve). He speaks on behalf of the grain growers, who are looking for an alternative to their substandard grain. You are saying that the environmentalists are saying, “Look at these other alternatives about fuel consumption in the generation of a pure alcohol fuel.” What is it that you are doing as minister, apart from listening to the environmentalists give you the advice about

what it would cost? What is your ministry doing in looking into that kind of fuel as a real alternative in Ontario today?

Hon Mr Bradley: Largely, in our constitutional jurisdiction we are talking about a federal jurisdiction. That does not mean provinces cannot intrude from time to time, as we did, for instance, with the Reid vapour pressure. We were the only province to do it this year. We went from 11.5 pounds per square inch to 10.5 pounds per square inch in Ontario.

We expect, in fact the environment ministers agreed, that next year all provinces would go to that and we would look at the opportunity to go below that, because we think that by reducing the butane that is used, you do not get that evaporation in summer. The only effect essentially is in the summer when you have the heat. Your car, or mine, sitting out in the parking lot loses a certain amount of volatile organic compounds that go up into the air. We figure we have reduced pollution by about 10 per cent, just going from 11.5 to 10.5 pounds per square inch. Now, the problem is, if other people do not do it, the air moves around North America and we are the victims of others, but we also pass on the problem to others. That is one area where we have acted.

Dr Balsillie would be able to tell us what in Canada is being done through the ministries of energy, what is being done in terms of looking at alternative fuels. You want to focus on what Ontario is doing and what we are doing in Canada.

Mrs Marland: With respect, no, I can find out what Canada is doing. I am just asking what your ministry is doing and I think you have answered that question. In view of the shortness of time, I would like to get to another question.

Hon Mr Bradley: Perhaps you would like to hear the answer to that. Dr Balsillie could give you an answer.

Mrs Marland: Oh, I thought you just answered it.

Dr Balsillie: The thing I would like to add is that the Ministry of Transportation is also involved in this program, along with the Ministry of the Environment. We are interested in what the emissions are and Transportation is looking for alternative fuel uses, so the the Ministry of Transportation is involved in a number of pilot projects with various municipalities, looking at methanol-powered buses, for instance, looking at compressed natural gas and propane, as well as hydrogen as alternative fuels.

So the province, in total, is looking at some opportunities for moving to other power sources for vehicles because of what we see as the long-term impact on the air quality.

Mrs Marland: Thank you. Mrs Grier has asked some of the questions that I had and I want to express the concerns that I have about the clean air program, regulation 308. I mean, we are here asking the same questions. It has been 18 months since the closing date for public comment on that regulation, and I am very concerned that we are still going to have to wait that much longer for what that regulation is going to actually say.

I want to ask you very quickly, you are aware, Minister, that there is an upcoming environmental hearing for St Lawrence Cement. The St Lawrence Cement Co wants to burn garbage. I want to know, in the absence of the new air pollution regulation 308, how you can comment on a new proposal, such as that St Lawrence Cement wants to burn garbage.

Hon Mr Bradley: Dr Balsillie, would you provide us with an answer?

Dr Balsillie: In fact, what St Lawrence Cement is going to be burning is what we call refuse-derived fuel. It is garbage in essence, but it is garbage which has been briquetted and made ready for burning.

What we are looking at here is making sure that the quality of the fuel is suitable and that the emissions from St Lawrence Cement would in fact meet the requirements, not only those of today but in fact, depending on what tonnages they are going to be burning, we will be looking at this as to whether it is in fact a refuse incinerator or could be considered in terms of a refuse incinerator.

As the minister said, we do have fairly high—not fairly high. We have instituted through policy high standards for incineration of garbage. St Lawrence Cement or any cement kiln meets most of those in terms of the retention time and the temperature and the turbulence that is required, because that is how a cement kiln works. It is very long, temperatures are very high, so the retention time is quite long. So in terms of the emission of toxics, the cement kiln and chute operate in a fashion which would not allow for the emission of toxics.

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The other, just if I may add one other aspect of the cement kiln, is that the cement itself, the product, has a tendency to take up chlorine, so the emission of chlorinated compounds is reduced using a cement kiln.

Mrs Marland: I understand that because I have looked into it quite extensively. I also understand that when you are using an unknown waste stream in terms of—we do not know what the public is putting into their waste stream at the end of their driveways or in any of their collection modes, no matter where they live. So even though we have extraction of some materials in the preparation of those refuse-derived fuel pellets, we still cannot know for sure what is in that garbage before it is being burned. I do not know how, in the absence of your new regulations—I mean, the minister said a few minutes ago that we need the lowest achievable emission rate. I think maybe, Dr Balsillie, you said that.

Dr Balsillie: I said that.

Mrs Marland: If we need the lowest achievable emission rate—and you are going to go with very high standards or stiffer requirements for new processes or new sources—I really do not understand what the clear benchmark will be against which you will measure a proposal by St Lawrence Cement. But I know that it is an endless debate at this point with you.

The Chair: Mrs Marland, I am going to ask you to conclude in three minutes.

Mrs Marland: In fairness, at the point that Mrs Grier took over, there was fifty minutes left and—

The Chair: I am not going by that. Your party will have had about 40 minutes, the New Democratic Party 25 today and the Liberals 13. I want to be fair to two people who have waited for the last hour and a half to ask the minister a question. I will ask you to conclude in three minutes, for today.

Mrs Marland: I thought we might equally share the rest of the minister's time.

I want to get back to the acid gas emissions in terms of where we are going with Countdown Acid Rain. I asked the question in my opening statement about the concern that we have as Progressive Conservatives about the goals for the reduction after 1994. We do not know. We do not have any answers about what there will be after 1994. Also, I asked if the ministry is funding any research and development on technologies that would further reduce acid gas emissions. Those are really two questions.

Hon Mr Bradley: First of all, as you know, the efforts that the major polluters are putting into solving their problems, in fact, may have the result of even lower emissions than might have been anticipated. We have a regulated level, for

instance, substantially down for Inco and also a requirement within the regulation that it studies to go even further than its regulated level.

In fact, that is what they are doing when they are literally tearing apart the establishment up in Sudbury at the present time while they are still operating. They are tearing it apart and at the same time are attempting to get down even lower, where we have studied to. With this drastic change, with your bulk smelting, I guess you would call it, with the drastic changes they are putting in, we anticipate that they will not only be able to achieve what we have regulated but the part we have studied, that they may have the opportunity to do that.

We have also said there is a cap in the province of Ontario. One of the problems we have had in the United States with its program is a worry that it will not have a cap on it. We have said no matter what the industrial growth, the emission levels cannot increase.

Mrs Marland: What are the goals after 1994?

Hon Mr Bradley: Our goals are always to keep moving towards reducing even further, continuing to have companies do their research and technology so that when we find a better technology that is available, we can go down even further than we have at the present time. That applies to the major polluters, and that will apply across the province. If there is anything that Dr Balsillie could add to that—I would be happy to do it, but he might want to.

Mrs Marland: Are you funding research and development, was the second question.

Hon Mr Bradley: I guess Ken Richards would be able to fill us in on that. In fact, as you know, our acidic precipitation in Ontario study office is very much involved in research as it relates to acid rain.

Mr Richards: Ken Richards, co-ordinator, intergovernmental relations. We do have a research program on the acid rain program. Essentially, this fiscal year it is \$5.2 million on studies related to acid rain and its effects, as well as research on technology to reduce the acid gas emissions.

The kinds of studies that we have in place deal with future abatement strategy, the cost-effectiveness of mobile-source pollution control systems and studies related to nitrous oxide, NO_x, dissolved organic carbons. We also know that the companies themselves involved in the Countdown Acid Rain program are performing research on their own methods to meet the limits.

So essentially, what I have given you is the cost that the ministry itself is spending.

Hon Mr Bradley: You will be pleased to know, and not at the cost of the taxpayers in the province of Ontario. That is not the case in certain other jurisdictions where acid rain abatement programs are in effect. In Ontario the companies are paying for it. In certain other jurisdictions in Canada the companies are not paying for it, the grateful taxpayer is.

Mr D. R. Cooke: I want to get back to recycling newsprint, if I can briefly. It is my understanding that the province produces 400,000 metric tonnes of newsprint a year. We are collecting approximately half that in blue boxes now because the blue box program has been so successful.

The Quebec and Ontario Paper Co is working with only a small fraction of that for newspapers, including the Sun-Financial Post companies, the Brantford Expositor, the St Catharines Standard and the Kitchener Record, and of course, the Chicago Tribune is its major customer. Most Ontario newspapers are apparently still printed on unrecycled paper. It would seem to be the case that we are facing a blockage now. We have had a successful blue box program, we are actually exporting newsprint, and I understand your ministry, or at least our government, is doing a certain amount of price supporting. What can we do to force the remainder of the newspapers in this province to immediately commence using recycled newsprint?

Hon Mr Bradley: Their problem would be, if you say "immediately," that they are locked into contracts. As the contracts come up for the supply of paper, we have suggested to them that they put in the contract a stipulation that a certain amount of recycled paper, recycled fibre, be used. We think if they do not do it the first year, for instance—because their fear is they are not going to be able to get it. There is a substantial amount of newsprint available now. What they are saying to us is: "That's fine. Where are we going to get it? Are you going to guarantee us a continuous supply of this or are we going to be in some real problems later on?"

So we are pointing out how it is going to be available, how Atlantic Packaging in Whitby will be on board next year, in 1990, to help supply it. I personally met with the Toronto Star, for instance, and the Globe and Mail representative and the Toronto Sun representative. I commend the Toronto Sun and the Financial Post and others that have gone to recycled paper, the other newspapers that you mentioned. For

instance, public opinion is sending these people to do it. I mean, they want to do it now because they are getting letters to the editor. If you are running a newspaper and you are running editorials saying "We should improve the environment"—they are getting letters to the editor from people saying "Then why aren't you using recycled paper?"

What we are seeing is a determination on the part of most newspapers now to do that, in fact. What they are afraid of is that everybody at once is going to put it in a contract and they will not be able to get enough paper because there will not be enough de-inking plants around to provide that fibre.

I am optimistic that they are going to move very quickly in this regard. I have stated publicly many times that those who produce these items should be ultimately responsible for their disposal. We have, through our ministry's waste management branch, been helpful. Quebec and Ontario Paper has been helpful. We work with them. I see they just bought the recycling operation in Toronto here that looks after all Metropolitan Toronto. There is a growing interest by newsprint producers to begin process changes to include recycled paper in their production as well. So we are really seeing that happening now. As we go into the 1990s you are going to see it is going to be the minority of significant-sized papers that in fact will be using something other than a component with recycled paper in it.

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Mr D. R. Cooke: But they are going to still be facing contracts at different times in their future. Would it not be advantageous to put on some sort of tax or something of that nature that would drive home the economic viability of using recycled paper?

Hon Mr Bradley: We can look at that. What I guess my approach has been is what we cannot achieve on a voluntary basis we will do by taxing. As I say, in fairness to people who are locked into contracts—and some municipalities, for instance, were locked into contracts and they could not get the blue box programs going as quickly as they liked—when you are locked into a contract it is very difficult to break that contract. But certainly as the new contracts come up, they are in a position to do it. As I say, you have to be careful with this, that the stuff is actually available. If everybody jumps at once and there is no paper available you have a problem.

Mr D. R. Cooke: But that is not very likely.

Hon Mr Bradley: It can be. Believe it or not, it can be. It is not likely, but it can be.

Mr D. R. Cooke: You have 1.3 million blue boxes and you have a population now that is quite used to putting its paper in them.

Hon Mr Bradley: If you look at the size of the Toronto Star on the weekend, for instance, on Saturday, you will see that they use a lot of paper. When papers like the Star and the Montreal Gazette, Winnipeg Free Press and so on—the Toronto Globe and Mail—when they all come on stream you will find out that they will be using up a lot of paper. Remember, we supply many, many of the newspapers in the United States. When they start stipulating that they want recycled paper they are going to have to find it somewhere and we hope we can provide that. Otherwise Canadians will not be doing the providing. So I am optimistic that will happen, but we do not rule out punitive taxes or economic incentives entirely.

Mr D. R. Cooke: Do you have a deadline as to when you might look at those?

Hon Mr Bradley: As the contracts come up. I think in 1989 or 1990 we will see that happening.

Mr Neumann: I normally do not do this, but I gave notice to the minister's office yesterday of the question that I am going to ask because of the fact that I am zeroing in on an example. You cannot expect the minister to know every example in the province.

My question relates to air emissions from private industry and the problems that citizens run into from time to time in following up on complaints based on those air emissions. Last summer, I was invited to visit a constituent of mine, a Mr Semiwolos on Henry Street. I visited his backyard, and besides the noise complaints he had about Witco Canada behind him, I saw a beautiful backyard in which they had invested a lot of money on beautiful flowers and plants and a swimming pool. He showed me some of the damage, to the vegetation, the apparent damage to the barbecue and the cars that were parked in the driveway, from the emissions from this plant. I am wondering if the minister can tell us what is being done to assist citizens in following up on these kinds of complaints. More specifically, do we have a solution for Mr Semiwolos and his neighbours' problem?

Hon Mr Bradley: We have a lot of these kinds of problems, unfortunately. A lot of them are as a result of, years ago, municipalities allowing residential development adjacent to or close to a development of an industrial or commercial

nature. That is always a great concern because it always comes back to the Ministry of the Environment. They will go to the local municipality first, then they will come to the Ministry of the Environment and say, "What are you going to do about it?"

What often happens as well is that when new people move into a neighbourhood, particularly those who are not used to that operation, as older people move out and younger people move in, we find the complaints tend to increase. This is why we are careful in our approvals process to make comments, and people get mad at us and say, "You're just stopping development," or, "Why are you holding up this development?" We are doing it because we want to ensure this does not happen.

In this specific case—and it is a good example—at the request of the Ministry of the Environment to resolve noise problems the company now, as you may be aware, has restricted use of outside speakers and truck deliveries to daytime hours from Monday to Friday. That seems like a commonsense step, but it is certainly a beneficial step.

To resolve the dust problems, the company is installing a standby pump to enable continuous full operation of the scrubber during main pump outages for repair, as well as flow-monitoring equipment and an alarm to alert the company to low water flows. I think that may be of some assistance.

Mr Neumann: Do you have any date as to when these are going to be installed?

Hon Mr Bradley: I do not have a specific date now but I will get that for you. On completion of this the Ministry of the Environment will require stack sampling to see if the emissions are acceptable. If a phytotoxicological report has shown that there is some vegetation damage, the Ministry of the Environment is going to advise the complainant to go to the Board of Negotiation to arrange compensation. These are the steps we see that will be useful to this specific instance, and I must say it is a good example of what we are confronted with all the time. We try to prioritize appropriately. Remember, the Provincial Auditor said, "Why do you not chase everything that comes up?"

One of the problems is that we try to identify which are the priority problems and which are not, and individual citizens who complain to you or me in our constituency office consider that to be the primary problem and not something else. Our ministry has to evaluate all the problems and deal with them on a priority basis. These are the

activities here and I would be happy to supply any further information as to specific dates, so that you can address the very genuine concern of the people in that area.

Mr Neumann: Mr Semiwoles was looking at the option of moving, but I am hoping that he does not have to, because it is a beautiful place. But that does not solve the problem, because somebody else is going to move into the very same place.

Hon Mr Bradley: That is right. I agree with you that it really is not a solution to have somebody move out. It is much more of a solution to solve the problem that is there so that people can continue to live in an area where they want to live, first of all, and that others can move in in some comfort and convenience.

Mr Neumann: I have another question on a different subject. I know you have to leave, so I will ask the staff.

Hon Mr Bradley: Okay.

Mr Neumann: My second question was given to me by one of my constituents as well, and it is of more general interest. Bill Le Conte called me today with a question about the pop bottles that are used, the ones without deposits on them. He calls himself an environmentalist of some 30 years running, has been composting his stuff for over 30 years, is a real environmentalist and is glad to see everybody catching up with him, but walking around the community he noticed that a lot of the variety stores sell these small pop or drink bottles that teenagers or people are using and then throwing away. Sometimes they get smashed on the street or thrown into the garbage. He said that, from his observation, they are not ending up in the blue boxes and that his solution is to put a deposit on them to ensure that they do come back into the recycling stream.

I have two questions. First, have you done any research on where they are going and is Mr Le Conte correct on this? Second, are you considering going to the deposit approach if the blue box approach is not going to work?

Hon Mr Bradley: Our evidence shows that in fact most of them are going into the blue box. There are other instances, and because they are a very visible kind of pollution, people tend to point to them right away. I can tell you that, politically, the easiest thing for me to do is to put deposits on everything; politically, everyone will nod and say, "Ain't that great." The problem is that nobody will want to pick up the blue box when you start pulling certain things out of it that are of some value. We look at individual

containers because we think it is important to look to see what is working and what is not.

Our ministry's waste management branch, along with the Recycling Advisory Committee that advises me, put forward suggestions in this regard. If they come to me and say, "We see this as a genuine problem with this specific container," then I am inclined to take their advice. They are people from a good cross-section of the province of Ontario who provide this particular advice.

But I know the easy thing to do. I am going to tell you that if I said tomorrow, "We are going to put deposits on," we would hear, "Hurray, you are doing something great environmentally." When you look at other jurisdictions, it does not work the way they think it does, and it really does not when you look at the studies. But it sounds good, and I must tell you I am very attracted to it because it is politically smart to do it, it is true.

Mrs Grier: Forget the political benefits and just do it.

Hon Mr Bradley: And I think that the blue box program is working exceedingly well, but to make a long answer short, as is always my effort, I will say that our Recycling Advisory Committee will look at each of these individual items to see whether, if they are not going into the blue box, we may have to look at other things to do with them.

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Mr Neumann: As you are aware, Brantford has, just a couple of weeks ago, launched the blue box program, so maybe it has not really been tested out fully.

Hon Mr Bradley: Yes. We will see what happens there, but it has been very successful in many areas. But we always have that option of looking at individual containers to see how they return.

Mr Neumann: I have a third and final question, and this relates to the quality of water in the Grand River. As you know, the city of Brantford, the community of Brantford takes its drinking water from the Grand River. I know that sometimes my friends upriver, such as the member for Kitchener, joke about it and say there are signs in Kitchener saying, "Flush twice, Brantford needs the water." But nevertheless, we do depend heavily on the quality of that river water which, over the last 20 years or so, has improved considerably because of what you refer to as the fact that we have good sewage treatment plants up and down the river.

My question, however, relates to other sources of possible contamination of that water—mainly agricultural uses of fertilizers, pesticides and runoff from fields into the streams and eventually into the river. I know we participate in a program called the soil and water environmental enhancement program, and I am wondering what success we are having with that program and can we look to specific improvements to the quality of the water in the Grand River from SWEEP or any other program you are embarking on.

Hon Mr Bradley: I will call upon Dr David Balsillie as the assistant deputy minister to make comments. Erv McIntyre, who has some expertise in this field, may also want to comment on that because it is an exceedingly important one. You are quite right. Remember, when we were talking about water pollution the other day we talked about direct discharges and indirect sources. Sometimes we tend to forget that indirect sources also contribute to contamination.

We hope that the programs we work in conjunction with either other levels of government or with other ministries will be helpful in addressing that. Dr Balsillie and Mr McIntyre will answer those questions. Subsequent to that, I thank the members of the committee for allowing me to depart early. Rick Findlay of the Ontario Round Table on Environment and Economy is going to be answering questions, along with the deputy minister who has also been involved in the roundtable process. So I will let these two gentlemen answer your questions.

Dr Balsillie: As has been mentioned, the ministry is involved in SWEEP, and there have been demonstration projects, etc, related to that in terms of trying to reduce the runoff and emissions to not only the Grand River but any watercourse where agricultural impacts are present. In addition to that, the Ministry of Agriculture and Food has what we call the Ontario soil conservation and environmental protection assistance program, so that it is providing funding to farmers with regard to manure storage and other aspects where runoff from farm activities is impacting on the water quality.

The Ministry of the Environment tops up that program with additional grant funds in order to assist farmers to construct various things like proper manure storage with regard to stream embankment repair, in terms of fencing, so that the cattle are not allowed to get into the stream and that they actually are watered up on the high ground as opposed to being down and in the river and contributing to contamination.

In addition to that, both the Ministry of the Environment and the Ministry of Agriculture and Food are involved in joint programs to review drainage from agricultural areas. We have got survey questionnaires out right now dealing with this problem and we are expecting information returns from those municipalities that are impacted in this way to tell us whether or not they are having difficulties with farm drainage and how we might best work together to resolve them.

So I think there are a number of aspects that are ongoing in terms of trying to reduce the impacts of agricultural activities on the water quality. We are aware of a number of the problems in addition to that, and those people who withdraw water from a given stream or lake, the water is treated. We have our drinking water surveillance program, which was mentioned earlier in our estimates process, and we have done extensive testing of the drinking water for its quality—well water, treated water and distributed water—to make sure that in those three areas the water quality is safe and suitable for drinking by the people. I do not know whether Erv McIntyre wants to add something to that.

Mr Neumann: We are quite pleased with the quality of water that is produced by the public utilities commission. I know you have assisted in monitoring that. I asked about SWEEP because I am keenly interested in it and I know it is a long-range program. I understand it is international in character, that we are part of an international agreement, and I am wondering if any evaluation has been done on its effectiveness. How long is it going to run and do we have targets that we are trying to set as we do with acid rain and the diversion of solid wastes? Are there measurable targets that are being set for SWEEP and has an evaluation been done about how well we are doing in achieving those targets?

Mr McIntyre: There certainly are targets in a general sense. There are not specific targets because when one talks about nonpoint discharges you are talking about the activities of individuals. You are talking about how much fertilizer the farmer puts on his farm, whether it rains the next day or not, whether he has an undisturbed area beside the stream bank, whether his property is underdrained or not, and the same thing applies to pesticides.

I think you will agree that a number of years ago it used to be a common practice that if a little bit of fertilizer is good, a whole lot is better. It is those kinds of practices that we are trying to interrupt with the programs that we have, but they are educational programs. They are never

going to be a practical control program for nonpoint discharges. There are too many of them.

One cannot control whole activities of the human race unless you endeavour to re-educate it into a different way of doing business. Then you have some success at being able to reduce these nonpoint discharges.

Mr Neumann: Well, the blue box program is the same. It involves a lot of individuals.

Mr McIntyre: It certainly involves a lot of individuals, and it is a success to a degree, but certainly we have not got a 100 per cent success rate. The farming program has been a success, too. For instance, since the programs have started there has been an immense amount of development take place in the Grand River basin, but the water quality has not deteriorated and therefore there has been immense improvements just to hang on to the quality as you get the growth upstream. So absolutely, there have been advances.

Mr Neumann: Do we have anything to determine how we are doing in comparison with the other jurisdictions involved in SWEEP?

Mr McIntyre: You can really only assess that in a qualitative sense rather than a quantitative sense, because areas that are growing faster or slower are not encountering the same kind of problems, as I discussed just a few minutes ago. In a qualitative sense, yes, we are doing as well and perhaps better than the other people who are participating in that.

Mr Neumann: That concludes my questions.

The Chair: In the remaining time I understand that Mr Findlay is happy to entertain questions, and we will start with Mrs Grier.

Mrs Grier: I really welcome the opportunity to get some fuller understanding of what the Ontario Round Table on Environment and Economy has been doing from the executive director. I think I am interested in knowing a little bit about the funding and the status of that funding. I understand that funding comes through the Ministry of the Environment and I would like to have some sense as to how secure that is, whether it is an ongoing program or whether it is something that is re-examined every year—though I know I will be told everything is re-examined every year—and also something about the environmental technologies program, how that fits in and how much of the work of the round table is going into that program.

My understanding of the round table initially was that it was to address possible policy

initiatives by the government in order to more fully integrate environmental and economic considerations. Those are the kinds of information I would appreciate having if Mr Findlay has something he would like to start with.

1720

The Chair: Mr Posen first, please.

Mr Posen: If I could just begin to put it into context, when the round table was established, of course, it had no budgetary home, and it is a very unique kind of endeavour. Mr Elston, who is the Chairman of Management Board, has been appointed chairman, but it is a unique responsibility for him; it is not Management Board's responsibility. The government made the decision that for administrative purposes the funding for the round table would be housed in the Ministry of the Environment and that we would provide the administrative support to the round table. We have done that. There is a budget in our base which is there for them and has been provided by the government for that purpose.

Our assumption is that as the round table develops its program and its objectives, it will have budgetary needs and those will have to be placed before the Treasurer (Mr R. F. Nixon) and cabinet. We assume that a decision will be made at that time as next year's budget develops, but there is \$600,000 that has been provided this year and that is in the base for the round table's use.

Mrs Grier: How much of that is operational and how much of that is under the technologies program to be granted to initiatives in research?

Mr Posen: That \$600,000 is for the round table.

Mrs Grier: I see.

Mr Posen: André, you may wish to talk briefly to the technologies fund, but the environmental technologies fund has been provided by the government to develop technology in the environmental protection area. It is a multi-year fund and I believe \$2 million has been made available for this fiscal year to get the program under way.

Mr Castel: That is right.

Mr Posen: What we have been doing is developing the criteria for the program, ensuring that we have the necessary support mechanisms within the ministry and the government to grant the funds and consulting with the round table for the kind of criteria that the round table would like to ensure are part of the basis for the program.

Mrs Grier: Who makes the decision as to whether funds will be granted, the round table or the ministry?

Mr Posen: It is a government program and there is an interministerial committee. I think the round table's view of it was that it wants to affect the criteria. They sure do not want to review all of the submissions that come in.

Mrs Grier: Perhaps Mr Findlay could just bring us up to date on the status and policy development.

Mr Findlay: Of the round table in general?

Mrs Grier: Of the round table.

Mr Findlay: Yes, certainly. I am Rick Findlay, director of the secretariat in support of the round table.

The round table has chosen to follow terms of reference that include three important elements: One is the development of a sustainable development strategy for Ontario; a second is to develop a program of demonstration projects which illustrate and apply the principles of sustainable development; and a third area of interest is an outreach program of education and communication about the principles of sustainable development.

We are making good progress, I think, in each of those three areas, and I would be happy to speak to any of them in more detail if you like.

Mrs Grier: The whole phrase "sustainable development" has come almost into disrepute a little bit, because everybody is now using it and there are so many different definitions. Have you a definition?

Mr Findlay: I have probably heard 50 definitions of the phrase "sustainable development," and I think in many ways they may all be correct. I think it is a fascinating concept that really does reflect more a philosophy and a set of principles than a subjective definition.

I tend to appreciate the definition that was contained in the National Task Force on Environment and Economy report, which said that sustainable development is development which ensures that the utilization of resources in the environment today does not damage prospects for their use by future generations. Other ways of expressing the concept are through phrases like "living off the interest rather than the capital." I think those kinds of ideas express well the sentiments behind it.

The Chair: I wonder if I could just interrupt for a moment. I have to leave the chair and Mr Neumann is going to take over. He has one question he would like to get in before six o'clock, so maybe my two fine critics, the ladies, would be kind enough to let him in from this chair for a word or two. I will leave you to return next

Tuesday and then, Margaret, we will have a good fight about who has what time left.

Mrs Marland: Who will be first, you mean.

Mrs Grier: Can I just continue with Mr Findlay, if I may? I guess what I am unclear on is the process. I know the round table is discussing criteria and discussing the definitions. When do we see some of that work appearing in the day-to-day actions and the legislation that we address?

Mr Findlay: The round table has had three meetings so far. The plan was that the round table would meet quarterly and we are adhering to that plan. The next meeting of the round table is expected to be on 7 December, and I think that shortly after we will be able to take some definite steps in pursuit in particular of the strategy initiatives to get that process on the road.

We have gone through a phase where the members of the round table have had to invest some time in getting to know each other. They have had to develop a dynamic among themselves, and I think that is developing well now. Given the time that they have been together, I am quite encouraged by the progress that has been made, and as I say, in particular with respect to the strategy ideas at this time.

Mrs Grier: Are the minutes or the records of the meetings of the round table available to the public?

Mr Findlay: They have not been so far, no. The round table has chosen to keep them to itself. Certainly any round table member could be approached and asked about the records of the meetings. We have had one communiqué associated with the first meeting of the round table. We really would prefer to have our plans well thought out before we have a long program of public consultation, which is what we do plan.

Mrs Grier: I recognize the value and experience of the people who were appointed, but when the appointments were announced, one of my concerns was that they were all busy people with a lot of other interests and I worried about the amount of time they would in fact have to invest in the round table. Can you give me some sense of the structure? Is there a committee system? How is it working?

Mr Findlay: Yes, there is a committee system. There is a steering committee of four round table members which meets with the chairman on a frequent basis to discuss the business of the round table in general and details associated with the progress. There are three working groups of round table members that

have been formed around the three main elements I described earlier, the strategy, the demonstration projects and the outreach program, and of course the secretariat which is in support of all of the above.

Mrs Grier: I was encouraged that the city of Peterborough, I think, was the first municipality to announce that it would have a round table. I know that its mayor is one of the members of the provincial round table. Have there been any initiatives from any other municipalities? Is that something that you have been encouraging, or where do you see that going?

Mr Findlay: We have been pleased to see that other municipalities in Ontario have chosen on their own to use round-table-like processes to deal with a number of issues at the community level. In addition to Peterborough, I know that communities including Guelph, the Georgian Bay region, Niagara and others are contemplating them and either have instituted something or are planning to do something like this, so it is a rapidly growing and interesting phenomenon, yes.

Mrs Grier: I do not know whether others have questions on this topic. I am happy to keep going, but I do not want to leave anybody else out.

1730

The Acting Chair (Mr Neumann): Carry on.

Mrs Grier: I wondered about what is happening in other ministries—and maybe this is better directed to Mr Posen—to complement what is happening at the round table. I guess it is the Treasurer, the Minister of Natural Resources (Mrs McLeod), the Minister of Industry, Trade and Technology (Mr Kwinter) and the Minister of the Environment who are on the round table. Are there secretariats within the various ministries to implement the whole concept of sustainable development or is it all being left to the round table?

Mr Posen: I think certainly the concept has also been understood within the government, and I might add in some cases misunderstood within parts of the government. I think we have been trying to ensure that there is an integrated sense of sustainable development and that is why there are six ministers on the round table representing both—if it is fair to put it this way—the development or resources side and the environmental and financial side so that all of the elements, sometimes contentious elements, of the government are represented there.

I think the sense is that through the discussion on the round table, through a sense of the kind of

strategy, government is going to have to begin, more quickly rather than slowly, to develop its own internal agenda for sustainable development, but I think the attempt, certainly at the beginning, is to begin to develop both an internal and external understanding through the round table.

Mrs Grier: What sort of timetable do you see for any obvious or apparent change?

Mr Posen: When you set up something like a round table, you have to see the first year as developing the internal cohesiveness, the kind of trust that goes on in a committee that represents some very different and often conflicting interests. I would expect that somewhere within the next six to 12 months you will start getting out of it the initial ideas and directions for the various programs that they are interested in.

Mrs Grier: When it comes to something like the environmental technologies program, and I guess that is fairly similar to other research grants that you give in your ministry, how does something get slotted into pertaining to the round table and therefore subject to the criteria of the environmental technologies program, as opposed to the ongoing and past criteria of the ministry?

Mr Posen: I think that in this case in particular the round table would be wanting to ensure that one of the things we were looking at, or setting forth as criteria when people are invited to apply for a grant through this fund, is that there are projects where sustainable development is one of the potential criteria or supports or elements of a proposal. Rick, I guess you and André have been participating, so you may have additional comments.

Mr Castel: We are in the process of establishing a technology advisory committee that would have representatives from the Ministry of the Environment, the Ministry of Industry, Trade and Technology, the Ministry of Energy and certainly from the round table on the environment and the economy. This committee would also have technical subcommittees to review each proposal.

Each individual project is anticipated to be of less than 36 months duration, but the criteria are being developed at the present time and we are expecting the total budget of each project will be in the range of \$150,000 to \$400,000.

Mrs Grier: When you talk about representatives from the round table on these kinds of things and on technical committees, I assume you are not referring to Mr Buzzelli, Mr Elston and Mr

Isaacs, the people who are on the round table, yet I do not think the round table has the same complement of staff as the various ministries. Is Mr Findlay going to divide himself up into 12 different clones, or how is the round table an effective partner with ministries given its comparatively less resources?

Mr Castel: The round table at the present time has a staff of three. They are also using consultants. They have a budget of \$600,000, and certainly they would be putting in their request for the budget for the following year based on what they feel would be required to meet their objectives.

Mrs Grier: I see. Once that budget is approved, then the round table can hire consultants and appoint its people as it sees fit.

Mr Castel: They are doing it right now. They are hiring consultants right now.

Mrs Grier: There are consultants and consultants, but I guess that is up to the criteria.

Mr Posen: The important thing, though, is that there be the sensitivity to the concerns of the round table, in the interests of the round table, in the people who are reviewing the applications. It may be that the round table can be as effective as an audit of what the committee is doing and I think that has to be determined. My hope and my expectation would be that the representatives of the Ministry of the Environment would certainly have sustainability, in a round table sense, as a sensitivity that they too would bring to any consideration of a grant proposal.

Mrs Grier: I rarely see anything good in the activities of the federal government, but the environmental partners fund sounded as though it might have some potential. I gather that is where matching grants are given to a community that has a project that contributes to sustainable development. I wondered if you had considered a similar kind of program, or becoming a partner in that kind of a program.

Mr Posen: I think we are relying on the community. The ministry has not put forward that proposal. It is a question of whether the round table is considering it.

Mr Findlay: What I can say is that the round table secretariat at this time has prepared an outline of some ideas for a program that would be along those lines. The round table has not had the opportunity to discuss it yet and agree on whether it is something that it feels the round table should encourage. This thinking has gone on along those lines, but the round table has not yet made the decision to do that.

Mrs Grier: I just wanted to explore a little bit the whole question of accountability. All of these high-powered people have been put on the round table for one reason or another, and they all represent various sectors, yet they are there as individuals on an order-in-council appointment. There is no public process with the round table. You have said the minutes are not available and there may be a communiqué. Where do the rest of us fit in?

Mr Findlay: I think there are two answers to that. One is through the outreach program, which is the third item on the top list of activities that we have in mind, where we really do intend to communicate with everyone in Ontario about the business of the round table and about the role that the public can play in achieving sustainable development in Ontario.

The other area is through a very consultative and interactive process that we will be pursuing, I am sure, as part of the process of developing the strategy for Ontario. That will be a long effort, I expect, and very complete.

Mr Posen: Certainly from attending as an observer at some of the meetings, the round table has been very sensitive to the enormity, in one sense, of what it has been asked to do. I think they are very aware that they need a very broad public understanding of some of the changes in social attitudes and behaviours that are going to be necessary by the public. Certainly there is a sense that the public is an ally in this. That is one challenge.

The second is that the aim, as in most of these committees, is to use the members on it as representatives for the groups from which they came, in a sense. We are certainly hoping that the business people will bring back what they learn at the round table, as indeed they did when they participated on the national task force, and become missionaries among their colleagues in the Business Council on National Issues or the Ontario Chamber of Commerce or whatever in terms of the ideas and the developments that the round table is working on.

I think we are looking at that kind of feedback. We are looking at the outreach program. We are very conscious of the fact that whatever kind of strategic view the round table puts forward, it is going to need a public process at some point or it is going to be a very sterile process.

1740

Mrs Grier: Let me sign off then with just one comment: Please do not repeat the RAP process of 17 different communities sitting around

deciding over the period of a year that, yes, they want clean water; I could not stand it.

Mrs Marland: I want to just apologize to Mr Findlay. I may ask something that has already been asked. I have been running in and out to the phone because we just heard about the death of a friend's son, so if I ask something you have already answered, I will read it myself in Hansard.

I attended a meeting at the United Nations about a month ago. The name of the meeting was Only One Earth. It was to deal with the Brundtland report, Our Common Future. I guess I had better say that I financed myself there before somebody asks me if I have been on a government junket.

Mrs Grier: We did not expect this government to have sent you.

Mrs Marland: That is true, Ruth.

Because the term that you are using as a mandate for the round table is that now it is a worldwide—we talk about all of these things, and they so soon become clichés, whether it is global warming or sustainable development, and certainly sustainable development was what we were trying to deal with. I think it would be safe to say that at least 80 per cent of the countries of the world were represented at this meeting that I was privileged to be at at the United Nations.

It is almost difficult to know where to begin with a subject that is not a local subject. It is in terms of our immediate decisions, but we are so much a part of everybody else's decisions in terms of what will really work.

We have such blatant examples around the world of what has happened. Even the Middle East, I think, is one of the most revealing examples of what has happened because people did not know what they know today.

First of all, how many meetings have you had in a year? Maybe you have already answered that.

Mr Findlay: I would be happy to answer again. We have had three meetings this year. We intend to have quarterly meetings.

Mrs Marland: How many meetings have you had since it was established in October 1988?

Mr Findlay: Three meetings. The first meeting of the round table was 28 March 1989.

Mrs Marland: Three meetings in total. That probably answers the next question I have, which is, do you have a subcommittee of the round table, or do you have any group that is meeting on an international basis with any other groups?

Mr Findlay: Yes, we do. I am sure you realize that there are round tables being set up in most other provinces at this time, and nationally. There is a network of round tables that is developing quite quickly. As a matter of fact, there is intended to be a national meeting of round table people in Winnipeg in the spring at the invitation of Premier Filmon.

There is a worldwide network as well that is developing very quickly. The communication systems are working extremely well. The Centre for Our Common Future in Geneva, for example, is turning out to be a very effective information source and pipeline for information from around the world and we use that very effectively. We are looking at ways to provide a kind of a bulletin board service of an electronic nature for anyone who wishes to tap into an information network.

Mrs Marland: That is dealing really with readable material. That is dealing with print material, studies and reports and things. What I am talking about is in the physical sense. Are Ontario round tables sitting down on an international basis with representatives worldwide who are also looking at the subject of what we really need to plan for in terms of sustainable economic development?

Mr Findlay: We have done two things so far that I think respond to your question. One is that we have been pleased to sponsor a meeting for round table members and other interested individuals with Dr Herman Daly of the World Bank. Dr Daly has provided us with some very interesting concepts and ideas for relating our environment and our economy and for making sustainable development practical.

We have also met with Warren Lindner from the Centre for Our Common Future in Geneva. We do intend to take advantage of any opportunity to visit, talk and share experiences with people from around the world who share the same dedication to these concepts that we do.

Mr Posen: I think one of the difficulties we are going to have to be aware of is that the round table is a government-sponsored body and that the federal government will be somewhat careful of the nature of the international involvement of a provincial body.

Of course, the advantage of there being round tables in almost all provinces and a national round table is that we are beginning to develop a network between the provincial and federal round tables. As a matter of fact, the national round table will be in Toronto some time in the next couple of weeks and it has invited members of the Ontario round table to meet with it. As

Rick had noted, Premier Filmon has extended an invitation to all the round tables to sit down and meet.

I would expect, Rick, that one of the questions is going to be, "How do you relate to what is going on elsewhere in the world?" The federal people have put together some documentation on all the meetings on this subject that are going on anywhere in the world at any given point in time. It is beginning to become an interesting industry, I think reflecting the fact that in many countries it is beginning to get that kind of attention.

I think the import of your question is, what can we learn from others? Are we going to have to reinvent the wheel here? Are we going to have to do it 11 times in this country, in each province and at the national level?

I think round table members are concerned about that and are trying to figure out what it is in a research or other sense that they can concentrate on, knowing that another round table is going to be concentrating on another issue, and among the 11 of them they will begin to get some efficiencies and they will want to share that information with one another. I think that those are the kinds of agreements they are trying to come to.

Mrs Marland: You see, there probably are some questions I need to ask. It is not even fair to ask Mr Findlay. Frankly, I am disappointed that the plan is to meet only quarterly. I mean, the urgency of this total matter certainly would require meeting more than four times a year. If we are looking only at the local level in Ontario, if it is going to have any import into the kinds of planning that municipalities have to start doing, four times a year—I think the concern I have is that we are so far behind now and I think a greater sense of urgency is required.

It is interesting that when you look at the people who sit on the round table, I notice that there is a municipal politician in the mayor of Peterborough. I do not have the pleasure of knowing Sylvia Sutherland, but the industry and private sector people are very impressive. Certainly I heard Mr Grant, who is the president of Quaker Oats, on the radio yesterday and he is very much committed to the needs of the environment. He is impressive, but when you look at who is here and you know who is ultimately going to have to implement plans in the tangible, real sense of sustainable development, it is ultimately going to be politicians, based on advice from all of the private sector, and if the round table is meeting only four times a year, I am not terribly encouraged by that.

Mr Posen: Just note that the round table is meeting in a plenary sense four times a year. It has three subcommittees. They are meeting more often. The members of the round table, who have staff support, have been asked to make that staff support available to do work between the plenary sessions and to provide the support, because I think the round table recognized if it did not have that substructure, it would be a long, slow, frustrating process.

Mrs Marland: Who sits on the subcommittees then?

1750

Mr Posen: The members are divided up into subcommittees. Rick, you remember who the chairs are.

Mr Findlay: Yes, there are three subcommittees of the round table members that are organized around the three main priority areas that the round table has chosen to pursue. There are also outside members who are probably going to be working with those working groups as well, between round table meetings.

Mr Posen: If I can just remind you, the three are the sustainable development strategy, the outreach program and the demonstration projects program.

Mrs Marland: Have any of those subcommittees met yet?

Mr Findlay: Oh yes.

Mrs Marland: You are saying that there are going to be outsiders sitting on the subcommittees which are made up of members of the table?

Mr Findlay: That is right.

Mrs Marland: In light of the time, and I know you have a question, Mr Chairman, I will relinquish the floor.

The Acting Chair: Thank you very much to my fellow committee members for allowing me to question from the chair. Last February, I introduced a resolution into the Legislature which received all-party support. The Legislature endorsed the concept of sustainable development and commended the government for establishing the round table and called upon the government to establish a mechanism for implementing the concept of sustainable development within all of its ministries and to establish a way of monitoring that on an annual basis.

How important is that commitment on the part of the government to sort of get its house in order, important in terms of setting an example for the broader community of Ontario?

Mr Posen: In response to the question, I think it is clearly important for the government to be an important part of this exercise, in the same sense that when one looks at, for example, the three Rs program of waste management. Not to have the government take a leadership role in terms of our own buildings in terms of, in a sense, a leader for the commercial sector gives the wrong message to the other actors in the economy. It becomes important that the government begin to take on the principles of sustainable development in its own approach to things.

But of course within the government there are some of the same challenges, ensuring that people understand the meaning and the implications. I would expect, like most large organizations, we are slowly but surely beginning to wrestle with the implications of sustainable development. But by the same token, there is a lot of momentum which has to be slowed down, just so that people will stop and think.

The Acting Chair: I know that the Ministry of the Environment has done a great deal. I am interested in knowing whether or not this whole question has been addressed by the round table as to what is the Ontario government doing within its area, in terms of setting an example for industry and so on. Is that considered important to the success of the round table?

Mr Findlay: Yes, the round table has considered the resolution and does consider it to be of great interest and is encouraging the government to proceed with the fulfilling of the resolution. The round table members report that they will be quite happy to work with the government in establishing the terms of the review.

Mrs Grier: Could I have a supplementary on that?

The Acting Chair: Sure.

Mrs Grier: As a practical example, I think of the environmental assessment program involvement project, the examination of the Environmental Assessment Act. If ever there was an opportunity for the principles behind the round table to be put into place, it is in that discussion. Are we ever going to move from the point where the round table is discussing concepts, to having some practical impact on a policy development that is occurring within one of the ministries?

Mr Castel: If I may add to that, one of the very positive things the government has done was the creation of the cabinet committee on economic and environmental policy. That shows the integration of the economy with environmental

protection. The other thing, of course, that perhaps the minister has mentioned previously is that the Minister of the Environment is a member of the Policy and Priorities Board of Cabinet and Management Board of Cabinet. I think other provinces are trying to do the same thing and have their Minister of the Environment involved in these important economic committees.

Mrs Grier: But that is in addition to the round table.

Mr Castel: That is right.

Mrs Grier: You are not suggesting that—

Mr Castel: No, that is in addition. But these are steps the government has taken for this concept.

Mrs Grier: And what criteria does the cabinet committee on economic and environmental policy use in the evaluation of decisions?

Mr Castel: The fact that there is this consideration of the environmental impact of economic decisions is always there.

Mrs Grier: The fact that this committee is looking at the budget of the Ministry of the Environment is a fact of life too, but the reality of its impact on the budget is zippo.

The Acting Chair: Perhaps you have gotten into an area that—

Mrs Grier: You did not want me to.

The Acting Chair: No, not that I did not want you to. It is an area I was going to try to get to next, and that was to try to get a little more specific. Perhaps it is more appropriate to ask when the minister is present, but perhaps Mr Posen could comment on to what degree has the Ministry of the Environment been successful in persuading other ministries, through whatever mechanism there is, to address the whole concept of sustainable development, in terms of how they are conducting their business.

Mr Posen: I think it is early days in that regard. Certainly the key ministries are involved in the round table itself, so that they are slowly being educated. I think that a contribution, in terms of providing a firmer context, will have to come from the round table in terms of its strategy, and that will be helpful to moving the government along. I think many of the issues the government has been dealing with have a greater understanding of sustainable development as part of the intellectual debate that is going on as policy is being developed. So they are there.

Mrs Marland: Can you give an example?

Mr Posen: I am not citing any specifics at this point. One of the difficulties is I can cite things

that have not happened as opposed to things that have happened at this point, but some of those things are not public. It is there, it is happening, perhaps not as quickly as I or others would like, but there is a change.

The Acting Chair: When I saw the announcement of the Ministry of Government Services on what was announced a couple of weeks ago, I thought, "Hurrah, that's a step forward." I am hoping that other ministries kind of pick up on that.

In conclusion, if I could just use a minute to suggest, I agree with Mrs Marland in her comments that, looking at it globally, we are facing an urgent situation. I know not everyone agrees with our prophet of the last half of this 20th century David Suzuki when he says we have a decade left to turn things around, but this whole concept of sustainable development came out of the Brundtland report, which looked at it globally. I am interested in seeing Ontario as a jurisdiction participate in that global decision-making to help turn things around. Do you sense that the participants on the round table share that vision and have that sense of urgency?

Mr Findlay: Yes, I do have that sense. I think there is a belief that we have to believe in a sustainable future. We do not have a choice and that is why I remain optimistic, I guess. I do not think we can continue to do otherwise, otherwise we would continue to live as if there is no tomorrow, and I do not think that is viable, as you have just said. I think there is a good understanding of the urgency of this by the round table as a whole. I am encouraged and I am very much looking forward to working with the round table members.

The Acting Chair: We have one minute to go to six o'clock. Do any of my colleagues have a final question?

Mrs Grier: Merely to say it has been very interesting and good luck. The magnitude of the task is indescribable. We wish you well.

The Acting Chair: Thank you for joining us today.

Mrs Marland: Mr Chairman, I wonder, just before we adjourn, can we know how much time we have left?

The Acting Chair: Sure, we will get that. Do you have the totals, Mr Brown? Give him a few seconds here to tally it up. We will call it adjourned for the sake of the calculations. We will not add this to anybody's time.

The committee adjourned at 1800.

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 Philip, Ed (Etobicoke-Rexdale NDP)
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Substitutions:

Grier, Ruth A. (Etobicoke-Lakeshore NDP) for Mr Philip
 Marland, Margaret (Mississauga South PC) for Mr Eves

Also taking part:

Ferraro, Rick E. (Guelph L)
 Pollock, Jim (Hastings-Peterborough PC)

Clerk: Brown, Harold

Witnesses:

From the Ministry of the Environment:

Bradley, Hon James J., Minister of the Environment (St. Catharines L)
 Wein, Bonnie, Director, Legal Services Branch
 Posen, Gary, Deputy Minister
 Balsillie, Dr David, Assistant Deputy Minister, Environmental Services Division
 McIntyre, C. E., Executive Director, Approvals and Engineering Division
 Guscott, David, Director, Central Region, Operations Division
 Castel, A., Executive Director, Corporate Resources Division
 Richards, Ken, Co-ordinator, Intergovernmental Relations Office

From the Ontario Round Table on Environment and Economy:

Findlay, Richard, Director



No. D-10

Hansard

Official Report of Debates

Legislative Assembly of Ontario

Standing Committee on Estimates

Estimates, Ministry of the Environment



Second Session, 34th Parliament

Tuesday 14 November 1989

Speaker: Honourable Hugh A. Edighoffer

Clerk of the House: Claude L. DesRosiers

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LEGISLATIVE ASSEMBLY OF ONTARIO

STANDING COMMITTEE ON ESTIMATES

Tuesday 14 November 1989

The committee met at 1543 in committee room 2.

ESTIMATES, MINISTRY OF THE ENVIRONMENT (continued)

The Chair: Can we start, please. Regarding the hours remaining, we have the opposition party with one hour and 46 minutes; the Progressive Conservative Party with two hours and 15 minutes; and the government members with two hours and nine minutes. I will try to divide the time today equally and we will equalize it tomorrow.

Mr Charlton: I understand that we are going to be dealing with the Environmental Assessment Act and the Environmental Assessment Board this afternoon.

The Chair: We are dealing with almost anything you would like to deal with as long as it is environment.

Mr Charlton: I raised with your colleague the Minister of Energy (Mrs McLeod), last week after her announcement about the government's plan to refer Hydro's preferred plan to the Environmental Assessment Board for environmental assessment when that plan is ready. We are not unhappy with the decision to do that simply because from our perspective the Environmental Assessment Act, assuming the entire process is allowed to work, is the most thorough one available.

For those reasons we see that as a useful move. We do have some minor concerns, but minor concerns that are none the less important concerns. Our concerns, I guess, basically revolve around the parts of Hydro's proposal that get, in a very intricate way, into questions of cost, analysis of cost and projections of cost. I guess our concern is that we have the Ontario Energy Board in this province, a board which has spent some considerable time dealing not only with energy matters and costs around energy matters, but more specifically with Hydro matters and costs around Hydro matters.

A couple of years ago, we had a precedent. There was a matter which was heard by the Ontario Energy Board. This was a matter which, in fact, happened in reverse. It was a matter

regarding a Consumers' Gas application for a liquefied natural gas storage facility in Northumberland. That matter was heard by the Ontario Energy Board, but the minister, in his wisdom, was involved at that time in the process along with his colleague, the then Minister of Energy, in cross-appointing a member of the Environmental Assessment Board to that hearing panel because there were a number of environmental matters attached to the question before the energy board.

It is our view that the situation is, although very much more complex in this case, and therefore perhaps that creates an even greater demand to consider that kind of procedure, very similar to the extent that although the Environmental Assessment Act allows a very broad approach to all of the questions that will be involved in Hydro's proposed plan, that it has a very significant energy component, which is, I cannot say not environmental in nature, but more technical and cost-related in the comparisons. At any rate, I guess our concern is, and our hope is, that you would consider a similar process of cross-appointing a member from the Ontario Energy Board to the hearing panel in this case, not only because of the energy component but also because of the overall importance to the province of the final decisions that are made on this Hydro plan—decisions which will affect this province either positively or adversely for the next 20 or 25 years. I would like you to comment on the possibility of that kind of thing happening.

Hon Mr Bradley: I think your suggestion is a very good one, and certainly those who are exploring this are exploring exactly that option. We felt it was important to place this under the Environmental Assessment Act. You will recall that previously this has not happened, and those of us who sat in the opposition at that time said that a major long-term undertaking of this kind, with long-term consequences, should in fact come under the Environmental Assessment Act. Between the Ministry of Energy and the Ministry of the Environment we were trying to find the best mechanism to assess both, because I think you are absolutely right when you say that while it is great to have the Environmental Assessment Board people do it, you would want someone with some knowledge in the field of energy and

energy economics. I think that is going to be exceedingly important.

We certainly have considered cross-appointments or a consolidated hearing, things of that nature, so that all of that can be looked into, because the first stage, as the Minister of Energy outlined the other day, is really looking at necessity, really looking at it. Hydro would say it requires the following from the information it has developed, and we have to then try to determine—I guess “we” meaning the government—through the Environmental Assessment Board or through the hearing board, let’s call it that, whether in fact that is true. There will be people who will come in, obviously, who will say, “The energy requirements are very few.” There will be others coming in saying, “My gosh, if you do not build some kind of station tomorrow we are going to be in a catastrophe.” In between you are going to have some informed opinion that is going to be put forward.

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I am certainly encouraged by the fact that the Minister of Energy did talk about that. Certainly, I am in favour of that kind of cross-appointment potential so that you have expert people in the field. You want a good hearing; you want hearing officers who are familiar with the field. You sat on the select committee on Ontario Hydro affairs, when it was called that, or the select committee on energy or the standing committee on resources development, and a lot of this has been gone over. You could probably qualify to sit on the board right now with the amount of information you have gone through. I am not offering you the job, but that is what I mean. We have to have people who have that kind of expertise.

So I think you can be assured that we are contemplating the energy demand aspect of it, the necessity aspect of it. Perhaps the deputy minister would like to elaborate on that, as he has had some discussions as well with the Ministry of Energy and others.

Mr Posen: As the minister has noted, it is an issue that we are thinking of in looking at various options as to how it can best be handled. I think the concern, simply, is to ensure that it happens within the environmental assessment process in some whole, so that there is not a sense that we do it in front of one board and body and then somebody makes the argument that that has no precedent value, and you have to lead that evidence all over again. So we are trying to ensure that it is an effective and timely process.

Mr Charlton: Like I said, I have absolutely no problem with the Environmental Assessment Act being the basic process. That legislation is certainly the broadest and I am glad to hear that you are at least prepared to consider that kind of cross-appointment. We will obviously await your answer.

Just so you can understand the complexity of what is likely to happen, this is going to be an environmental assessment process like I think we have probably never envisioned before. One of the rumours out there about what the Hydro plan will look like, for example—and I have no way of knowing whether in fact this rumour is a true one—creates a good example of what could happen. The rumour is that the basic Hydro plan, although it will contain a chapter on generation and some options around new generation facilities somewhere down the road, will talk about having a run at, over a five-year period, energy efficiency and independent generation to see how far they can get with that in a five-year period, and then stop and assess what generation may be necessary thereafter.

In that kind of context, the ability not only to assess a proposal but to monitor performance in the actual plan operation itself before you can then turn around and assess the final components of the plan, the monitoring of the performance is in effect going to be as important as the analysis of the proposal in the first instance. It is going to be a very complex procedure, unlike anything we have ever seen under the Environmental Assessment Act before.

I think it is imperative, therefore, that we have not only the expertise that exists at the OEB, but also its training in terms of the annual monitoring kind of review that it does. They have procedures and staff capabilities that do not exist anywhere else in the context of the kind of thing we are going to be looking at. So I think it is important that this be considered and considered very seriously, and I am glad to hear the openness that is being expressed.

Hon Mr Bradley: You are right in terms of Hydro. Obviously, they are going to have to prepare differently than they have in the past for their looking at their future generating ideas and proposals. Certainly government is going to have to do the same, and the expert people in the field whom the government must have to do its assessment itself when the documents are submitted are going to have to have some degree of expertise. Otherwise the complexity will confound people.

I think that this will be quite different from many of the environmental assessments that have taken place.

We have a different one going on now, for instance, with the timber management situation in northern Ontario. That is a different kind of environmental assessment where you have all of the timber management plans of the government, in essence, on the table for consideration and criticism and suggestion. It is unusual because it is not as though you have someone coming forward with a proposal for a particular development and they assess it that way.

My understanding of the second stage of the environmental assessment, after the needs one, of course, is that Hydro would bring forward whatever suggestions or proposals it would have, which would be individually assessed. I think I am correct in that. That would be a little more focused. But I understand fully what you are saying about looking at, while we are going along, how successful the conservation efforts are, for instance, and the independent generating capacity that is developed out there. How successful are they?

The Minister of Energy has stated that her main thrust—even though there is an arm's-length relationship between Hydro and government—and interest is in the field of conservation. It is amazing what you can do with conservation if you put your mind to it. We had a good example of that, I thought, back when we were in what we called the oil crisis days. We had some good alternative energy plans brought forward. If you look at cars, for instance, the gasoline consumption just about was cut in half in terms of the mileage—I still call it mileage—that cars got. All of that was focused by a huge jump in energy prices, specifically the price of oil and gasoline.

Similarly, we can embark upon that in this province and other jurisdictions where Hydro and others what conservation efforts can be made to perhaps avoid a number of huge projects in the future. Hydro can do as it wishes, I guess, in bringing forward its proposals, but certainly one of the main thrusts that Hydro and the Minister of Energy have stated is to avoid the need for that increased capacity.

So I think the environmental assessment process in this case can be unique and different. Applying to this situation, I think it will work quite well, and I think a lot of people are excited about getting into it. I accept very well your suggestion that we have people with energy and economic expertise, or economic-energy expertise, sitting on that first panel at the very least.

Mr Charlton: Thank you. I would like to move quickly to another matter that relates to Hydro and more specifically to the Countdown Acid Rain program. During the standing committee on general government review of the Countdown Acid Rain program your ministry team took, from the committee's perspective, a very positive and tough position. One of the issues that we raised with the committee was the possibility of Hydro, in effect, not breaking the law but avoiding the intent of the regulation under the Countdown Acid Rain program by either private sector generation or purchases, from the US most likely, where the source of purchase would be from a polluting source that is counter to the intent and the spirit of the regulation, even if it is not specifically in violation of the regulation because Hydro did not do the generation.

The response of the Ministry of the Environment team in the hearings, and I cannot quote them exactly because I do not have the Hansard here, essentially was that it was the ministry's intent to prevent any such transfer of emissions by transfers to the private sector or through purchases, and that they were looking at, and getting legal opinions on whether the present regulation already covered that. They essentially said that if there were loopholes in the regulation, the ministry was prepared to proceed to plug those loopholes so that we would not have those transfers happening and therefore ruining the spirit of the regulation. We were very happy with that position that was taken.

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A couple of months later when we saw the Ontario Energy Board report that was released at the end of August, we learned that during the course of the energy board's hearings on Hydro's submissions for next year, Hydro's plans for meeting the Countdown Acid Rain regulation included the possibility of purchases from the United States as a first priority, rather than cutting back its own secondary sales because its secondary sales were so profitable.

To understand this in the context of what was said at the energy board, Hydro's secondary sales for the most part—not for the most part; almost 100 per cent—come from coal-fired generation simply because that is the spare power Hydro has at any given time. Also, as we know well, any purchases from the US at this stage, 95 or 96 per cent, are going to be coal-fired purchases as well, which at this point are virtually unregulated, although we are still hoping that there will be significant US action over the next few years.

Although we were very happy with the ministry's position, it appears that Hydro is proceeding to count on foreign purchases so that it does not have to cut back its own secondary sales, because those secondary sales are very high-priced sales and therefore very profitable.

The energy board commented: "The board understands Hydro's rationalization of this strategy but does not agree with it. In the board's view, the strategy, while it may comply with the letter of the law, ignores the spirit and intent of the legislated acid gas emission limits." It goes on to say basically that it is counterproductive in terms of what we are trying to do in both protecting and cleaning up the acid rain problem.

Your ministry people made it clear that your intent is to try and stop that. It seems to me to make sense for the Ministry of the Environment, given this knowledge that Hydro is proceeding to plan that kind of stuff right into its planning, that there be some confrontation now rather than when we are up against the wall of emission limits. They then have that thing to hold over our heads called brownouts or possibly even blackouts if you force them to do something at that moment.

I would like to hear your response on that aspect of it because it seems to me the confrontation is a much more positive one now. In fact, we may be able to alter their plans rather than having to cause a crisis at a particular point down the road when they are about to exceed the emissions and they say, "There is no other option we have if you do not want to cause brownouts, because then we are into a mess none of us wants to be into."

Hon Mr Bradley: We certainly have already expressed that viewpoint to Hydro, that we believe that while it may meet regulations in that way in a technical sense, it is much preferable obviously to ensure that the emissions are not taking place anywhere where it could impact on us. American emissions can impact on us. Of course, our own emissions impact on us.

Our first thrust is conservation, and we have indicated this clearly to Hydro and I have said it publicly on many occasions, as I am sure the Minister of Energy (Mrs McLeod) has. We think a lot could be done with conservation. We think a lot more than people would have anticipated even five years ago can be done with energy conservation. You will recall that when I became the Minister of the Environment, I was turning on the hockey game and the talking furnace was saying, "Buy electrical heat." Now if I turn on the hockey game, Hydro has a commercial on with the guy

with the barber, saying this is how you cut down on energy use, draughts in the house and so on, or there is the other fellow saying that he changed the shower nozzle and therefore uses less energy.

Those are the kinds of things. Then we have to build on that. It is nice to do the commercials and that will help some. That is the direction in which, in my view, we should be moving. That is certainly what our ministry has expressed to Hydro and will continue to express to Hydro.

In addition to that, of course, Hydro as I understand it is looking at purchases in Manitoba and in Quebec, both of which—

Mr Charlton: It would be somewhere down the road, though.

Hon Mr Bradley: Yes, they are down the road.

Both would be water power, which you and I realize is not benign either. It has its environmental drawbacks but not in terms of acid rain. That certainly will be our thrust.

I was pleased with the response I saw from our ministry to Hydro on that. That will continue to be our thrust.

I know Hydro is stuck in a grid. I know some of the purchases are optional purchases and that is something else. They are in a grid so that when New York City, for instance, needs power and it has to have it, we sell to it; then when we need it, it sells to us. It is weather conditions, I guess, that dictate a lot of that. I think we understand that part.

I think what you are referring to, though, is—optional may be the wrong word—nonessential sales. Certainly our counsel and advice and pressure to Hydro would be in that direction.

I do not know whether we have anybody from the ministry who would like to add to that. Walter Giles, the associate deputy minister, could assist us in that because Walter was part of the team that prepared the work for the committee which indicated the position of the Ministry of the Environment on the Countdown Acid Rain program.

Mr Giles: I will simply add that in conversations with Hydro recently, it seemed evident that it was not really, in the long run, planning this as a means of meeting the countdown requirements.

Mr Charlton: Just as a matter of fact, our understanding from the OEB report was that the problem is in the 1990 and 1991 years, the crunch years.

Mr Giles: Precisely. From then on, they expect they will not need to purchase from the United States in the way they will during this year

and next. That is essentially what it is. I got the impression that it was not really, in the long term, planned as a means of meeting the longer term obligations. It is just a short term thing until they get their own up and running.

Hon Mr Bradley: Certainly, you can get my assurance that I will continue to press them in the direction you and I have spoken of, because I think that is the most positive direction for them.

I was amazed, frankly, when we got into the last energy crisis by what a good job was done. More could have been done, but there was an awful lot of good stuff going on at that time. I think Hydro has to be in a position to promote conservation in many ways. It may even require some investments on the part of Hydro. I noticed they had a program where they had some coupons that you could take to the store and buy more energy-efficient appliances and so on. I think more of that has to be done.

Our government can provide guidance in that direction, but many municipalities have been very good at doing energy audits. I know that when I was in the city of St Catharines we had hired a person to come in and do an energy audit, and the board of education did the same thing. Everybody said, "Why are you wasting your money?" They found out that this kind of investment in an energy audit in fact paid real dividends down the road.

Some of the changes were not drastic structural or capital changes that were required. They were simply commonsense things nobody had thought of and they got their money back mighty quickly from the recommendations that were made by the individuals who were hired in this direction. Some of them worked for different bodies on a contract basis for a period of time.

We think that can be done and that is the advice and counsel I give to Hydro, and our ministry will continue to give it to Hydro.

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Mr Charlton: I appreciate that, and that is a positive comment. I think I would like a little tougher insurance, though, in terms of the actual regulation itself and its enforcement. What the ministry staff told us during the Countdown Acid Rain hearings was that they were looking at legal advice or were seeking legal advice and were prepared to close any loopholes.

I want clearly understood, as the minister has said, what secondary sales are. Secondary sales are basically nonessential sales. They have agreements, as you have said, with the other jurisdictions on the grid and they have interruptible power which they provide every day. One

minute they are receiving power; the next minute they are selling power, and on and off, on and off. All that is part of the basic system and that is fair game.

Secondary sales are sales that are completely unessential sales because they are not part of the grid process in balancing the grid and so on. Secondary sales are sales when, perhaps in the state of Michigan or New York or somewhere else on the grid, somebody has a major facility that it is going to do maintenance on and its normal replacement source it is doing that maintenance is very expensive.

It might be gas turbine. It might be diesel. It might be a combination of things. Whatever it is, that replacement source is very expensive power. Because Hydro at that time is not utilizing one of its coal plants, Hydro says: "Oh, we've got a coal plant that is not doing anything and we can give you power at two or three cents a kilowatt hour less than your really expensive source while you are doing your maintenance. It is going to cost you."

They will make a deal for a secondary sale because we are having a warm November and they do not happen to be using that coal plant. It is not a necessary or essential part of the function of the grid, but it is going to produce sulphur dioxide emissions, acid rain emissions.

I guess what the energy board was saying and what we are saying is that because those sales are unnecessary, the fact that they are very profitable should not cause us to allow Hydro to make those secondary sales if, in order to then stay under its regulated limit in the Countdown Acid Rain program, it has to not use that plant later on for our own use because that would put it over the guideline in the regulation. They use that plant to supply somebody else at a really high price, but they have to cut the plant back when we need it in order to stay under the regulation, and then they purchase power from the US to make up for that because they cannot use their own plant when we need it.

That is the concern the energy board raised. That is the concern I want an assurance on, that we will deal with it now in the absolute enforcement of the regulation, if the regulation is tight enough or the amendment of the regulation if we have to amend it, to make sure that kind of silliness does not occur. It is nice to make big bucks, but not at the expense of the environment at this stage, and not at the expense of the people of Ontario at this stage.

Hon Mr Bradley: I think you have put it as logically as anybody can and explained it in as

detailed and understandable a way as it can be explained. Certainly that is what I want to see, the legality of that under the regulation. Walter, have we determined the legality of that at the present time? Certainly that would be a thrust I would look at. It does not make sense to me environmentally to have them selling when they do not have to sell, only to have to purchase later on because they want to stay under a limit. Some people would refer to that as a shell game.

Mr Giles: No, I do not have the answer yet, but we are still expecting that we will have it for you and then take some action.

Hon Mr Bradley: We will pursue that, Mr Charlton. I think your argument is an extremely logical one and one we can follow up on. I appreciate your reference to the energy board as well, because maybe in years gone by we did not expect to see that from the energy board. The energy board has become much more aggressive on those kinds of issues and I am heartened by that.

Mr Charlton: That is very true. Thank you, Mr Chairman. I will pass.

The Chair: You are probably wise to leave 10 minutes for your critic. Mrs Marland, for up to 40 minutes. I am keeping time here, Mrs Marland.

Hon Mr Bradley: He is harder on you than I am, Margaret.

Mrs Marland: That is fine. I am glad he is doing that. I want to correct the record of the draft transcript from Tuesday 7 November on page D-6. The minister said to me in our rapid fire exchange: "You say you agree with the Premier. I guess I could ask, do you agree with your leader? You cannot just say on the one hand—" and that was the end of his sentence.

What I want to place on the record is that preceding that in Hansard, as it shows, I have not said I agree with the Premier (Mr Peterson). I want the record to show today that I do not agree with the Premier's announcement of 2 August to exempt the interim landfill sites in the greater Toronto area from the full Environmental Assessment Act and hearings under the Environmental Assessment Act, now that he has announced those hearings would take place under the Environmental Protection Act.

Last week, Minister, I gave a copy to Mr Oved of a letter from the Ontario Well Water Association and I guess your staff have had time to review that letter. My first question today is based on what the Ontario Well Water Association is saying. It has outlined 10 concerns. I will

list the 10 and then I want to tell you something else they have said in this letter.

Their 10 concerns are well water logs and data collection; licensing; flowing wells and dissolved gases; third-party responsibility; well abandonment; geotechnical investigations; grouting and sealing wells; construction dewatering; heat pumps, and the last item is contaminants.

As the association writes that in the past your replies have not been to its satisfaction, I would like to know what you have done to address each of the concerns raised in its letter. As well, I want to say that I share the Ontario Well Water Association's general concern that ground-water management has been ignored by your ministry. We must consider, as the OWWA writes, "The MOE's failure to properly manage ground water quality could result in the loss or contamination of one of our essentials of life."

Minister, I would like to know the following: How much will be spent on ground water management? Under which votes and items does this spending fall? What staff resources in terms of number and classification of staff are working on ground water management?

Hon Mr Bradley: I will ask David Balsillie to answer this particular question. I did receive a letter from them. I certainly have read of their concerns. I know that in their business the product they produce and sell is an important product for Ontario and we want to do everything we can to ensure water quality in this province. When I look around at what is being done in North America, I must say that we have done an awful lot, but David Balsillie will elaborate on that.

Dr Balsillie: Mrs Marland, we indeed did receive the letter and we received indeed numerous letters of support from a number of political areas for the presentation by the OWWA. We also, I guess, were a little taken aback because we have been participating in spades, you might say, with the OWWA over the past several years: 1987, 1988 and 1989. We have been at their spring meetings across the province, in Barrie, Ingersoll, Arnprior, Sault Ste Marie, London, Ottawa, etc. We have been active participants at their annual convention in 1987, 1988 and 1989 in Barrie, Waterloo and Kingston, and we had an exhibit at each of these annual meetings.

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Notwithstanding that collaboration in the past and ongoing, we have taken their letter seriously. Some of the minister's staff, along with ministry

staff, have had a meeting with the OWWA and we have agreed to work on each of these issues and to bring them to a joint meeting set for January in the new year. Within the ministry we have not necessarily, as has maybe been indicated, abandoned the ground-water situation.

We have had a lot of pressure on the ground-water staff because of a large number of hearings which are related to the landfill situation and, therefore, we have applied our hydrogeology staff more actively in that area. On the other hand, we are still maintaining the ground-water component of the water resources branch and we have seven staff located in that area. We have a budget of just over \$540,000. It is vote number 1502, item 3.

In addition to the staff which we have in the water resources branch, there are hydrogeologists and well inspectors who are related to this program in each of the six regional offices across the province. We are aware of their concerns and their difficulties, and we have met with them and we have agreed jointly to work them out and have a future meeting in January where we plan to have a resolution of these items.

Mrs Marland: Thank you for that answer. I will certainly forward the Hansard to them.

Hon Mr Bradley: I want to elaborate briefly on that, Mrs Marland, because I think it is important. I remember reading the letter and I think one of the things in the letter that you are referring to that they expressed concern about was that the priority of the ministry seems to have shifted to waste management. I know that—

Mrs Marland: That is exactly what they say. They feel that you have moved from ground-water quality to waste management and they feel it is a serious error in judgement. That is Mr Mighton's letter.

Hon Mr Bradley: I think they were looking at the people within the ministry who would deal with water, hydrogeology, and because of the number of hearings—now we have a lot of hearings over landfill sites and, therefore, we have hydrogeologists who must be present for those hearings, which are lengthier than they used to be. In addition to that, simply commenting when there is more economic activity in the province, our hydrogeologists are asked on approval basis to comment on various proposals as well.

I understand what they are saying. However, it is not simply an abandonment. The reason has been that we wanted to ensure with each one of these sites that the hydrogeology would meet the requirements of the Ministry of the Environment.

But as Dr Balsillie has said, I think through our further meetings we will be able to alleviate the concerns and meet some of those obligations they believe that we have.

Mrs Marland: Okay. I would like to move to another question, and in so doing, I think it is fair to say that the minister has done a certain amount of work in the areas of solid waste reduction through recycling and composting programs. But we feel we would like to have a status report on what you are doing, Minister, to deal with hazardous liquid waste, household hazardous waste and biomedical waste.

In particular, we would like to have a status report on the destruction of PCBs in Ontario, and not just the Smithville site. I think we know what is happening there in light of the recent report that was made.

Hon Mr Bradley: In terms of the destruction of PCBs, the Ontario Ministry of the Environment, the Quebec Ministry of the Environment, Hydro-Québec, Ontario Hydro and Environment Canada have been involved in financing a venture for a test burn which would take place at the only approved facility in Canada at the present time. That is a permanent facility at Swan Hills in Alberta. They have had the co-operation of the Alberta government in dealing with that. We think that offers some considerable promise. That is why we were prepared to invest some considerable funds in that, along with the other agencies.

In addition to this, as you know, the regulation was promulgated and a hearing process is in place for the destruction of PCBs. We have destroyed what we call the lower-level PCBs.

Mrs Marland: That is the mobile destruction.

Hon Mr Bradley: Yes. The best description I would probably give to you, and I know you are aware of this, is that it is almost like a dialysis machine that cleanses the low-level PCBs and renders them harmless. Over three million litres of the low-level, PCB-contaminated oil have been decontaminated. We have six licensed mobile, low-level, PCB destruction technologies.

Mrs Marland: Six?

Hon Mr Bradley: Yes, six different ones that are licensed at the present time, and we are quite careful in that licensing.

Mrs Marland: Are two of those owned and operated by Hydro?

Hon Mr Bradley: Yes, they would be, by Ontario Hydro. They were among the first who were interested, obviously because they have a

lot of PCBs themselves. We think that offers promise. The real challenge for all of us across the country, and we dealt with this again at the Canadian Council of Resource and Environment Ministers in Prince Edward Island, is dealing with the high-level PCBs. The federal government agreed with the provinces that it would establish—sorry, I have a correction. Five companies are licensed to do that.

One of the things that was encouraging was that the federal government said, “We are prepared to establish on federal land in Canada, in various parts of the country,”—I am going to use the word “transportable,” and I think you understand why—“units to destroy high-level PCBs through a tested burning process.” The reason, I would say, that that is significant is that it is transportable, but it is not as though it drives in one day and out the next; it actually stays for a number of months. It comes in on several flatbed trucks.

Mrs Marland: But it is incineration, not chemical treatment.

Hon Mr Bradley: It is incineration for the high-level PCBs. Most people have indicated that. Some European countries, I know, use cement kilns, for instance. We have not in Ontario used cement kilns. We think the transportable—

Mrs Marland: Not since 1977.

Hon Mr Bradley: Not since 1977, right. The transportable method offers some considerable hope. It would mean bringing them to this one location on federal land where they would be destroyed to the agreed specifications of the federal government. We are quite encouraged by this. We looked carefully at Swan Hills to see what they have there.

Mrs Marland: Is that private sector?

Hon Mr Bradley: That is partnership between the government of Alberta and the private sector in Swan Hills. What they did, interestingly enough, was they asked people to bid on it, to have the opportunity to have this in their area. Swan Hills won the bid and therefore it has the destruction facility. They have used it exclusively, I think, for their own province so far, although they did offer the province of Quebec the opportunity, on an emergency basis, to transport PCBs out there and have them destroyed.

The destruction unit which has been given the contract in Smithville, through Environmental Services Co Inc in Smithville, has to go through a hearing process. Their company officials have

already been up and conducted public meetings. They have to go through a hearing process which was set up under the mobile destruction regulation of PCBs. It goes through that process. If it is approved, then they would have the opportunity to burn all of the accumulated PCBs in Smithville at the present time.

The problem with some of these, like you and I have both heard, every time there is a new idea that comes out—I remember at one time when St Basile happened, I asked Tom McMillan about the new method the National Research Council had come out with. Of course, everybody who would like to try out his new method has a new method at that time. Some may work and some may not. What happens is, some of the methods will destroy only liquids, and some will destroy only solids, or what happens is that you must put the liquid in the solid, in the earth for instance, and then burn the earth, so they have different methods. We think there is some promising potential out there.

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Mrs Marland: Are you still funding Major Barton's research or is he still doing that?

Hon Mr Bradley: No, we are not at the present time. I think they encountered some problems with the plasma arc as a matter of fact, over in the United States, New York state, where they had some considerable problem and they had to abandon the project or their contract was terminated there. We did provide funds for that, but we have not provided funds at this time for it.

Mrs Marland: Is your ministry currently funding any private sector or public sector research into methods for high-level PCB destruction?

Hon Mr Bradley: The one in Alberta that is being funded in Alberta is private sector. It is called Vesta.

Mrs Marland: But I am asking if your ministry is funding.

Hon Mr Bradley: Part of that funding is coming from our ministry to the tune of hundreds of thousands of dollars: \$500,000, I see, is the amount. Perhaps Dr Balsillie would want to elaborate on any of our other initiatives in this field for the high-level—

Mrs Marland: Are all the provinces in on this one in Alberta then?

Hon Mr Bradley: No, just Quebec, Ontario and the federal government essentially are in on this. Alberta provides the facility naturally, so could be said to be in on it, but the major funding comes from Ontario, Quebec and the federal

government. It is one area where you have seen me smile about some of the results of the council of environment ministers' meetings, because they do not always produce everything.

I think in the field of PCBs, there is a good determination there. We have had some good progress, some good reports. Everybody is wrestling with it. The real problem you always confront, of course, is what is ultimately the safe method of destroying these. If there is any thought that a method might not be safe, people have a legitimate concern about it. It is one of those things where all of us are damned if we do and damned if we do not. As long as we do not have this facility in place, people are saying, "Why don't you have it in place?" The day you establish one, I assure you there will be 10 people to interview you on why you have chosen this particular technology.

David Balsillie can briefly, I think, provide a little update on this.

Dr Balsillie: The best technology, which is presently at Swan Hills in Alberta, comes on two transport trucks. It is what we consider to be one of the truly mobile facilities. As the minister has indicated, it is being funded, \$1 million by the federal government, \$500,000 by the province of Ontario and then other contributions including \$400,000 from Vesta themselves, up to a total of \$2.5 million, including moneys being contributed by Ontario Hydro, Hydro-Québec and the Ministry of the Environment of Quebec.

We have been able to secure the site at Swan Hills for the test and we are going to be passing through contaminated soils and capacitors during the test burn to determine the ability of this particular mobile rotary kiln and incinerator to destroy PCBs, so that—

Mrs Marland: This is solid and liquid, right?

Dr Balsillie: This is solids.

Mrs Marland: Only solids?

Dr Balsillie: This is only solids. So we have the capacity to put through things like capacitors, ballasts, contaminated soil, rags, clothing, papers, etc, that have been contaminated. That is why we are looking at a number of alternatives including the Ensco transportable facility, because it has the capacity to take both liquids and solids.

The federal government is also taking another facility to Goose Bay, Labrador, because the Department of National Defence has something like 3,000 tons of contaminated soils, which represents the largest federal installation holding contaminated material, and that will be tested.

There is another similar type of technology run by OH Materials.

Part of the federal commitment in assisting the provinces to remove and destroy PCBs is to assist in providing facilities. That is why we have been trying to keep them in the lead as well and why they have taken that challenge, to spearhead the best of technology, test burn, and to move into Goose Bay, Labrador, with another facility, so that those types of equipment can then be moved into the provinces across the country for selected burning. The facility then could move from site to site and destroy PCBs on location.

Mrs Marland: This is high-level solids. Has the same amount of progress been made with high-level liquids?

Dr Balsillie: The Ensco facility would take high-level liquids as well as solids.

Mrs Marland: Okay. Can we talk a little more about other hazardous liquid wastes? PCBs always become the focus because that is the one the public understands. We certainly know there are other hazardous liquid wastes which are equally and, in some cases, even more hazardous than PCBs. If we can know what you are doing to deal with those, along with household hazardous, then I want to ask you about biomedical.

Hon Mr Bradley: I have been pleased with the number of municipalities which recently have been interested in having household hazardous waste days.

Mrs Marland: Right.

Hon Mr Bradley: Some of them are looking at what I think in the long run probably offers more promise, and that is some kind of permanent depots for people. It is good to have the day and you have probably seen in the municipalities the long lineup of cars. It is amazing. People wait an hour in a car to get rid of some of the household hazardous waste. We provide some initial funding to that to get these municipalities interested and going and publicizing and so on.

Mrs Marland: How much, or in what way, do you provide that funding as an incentive?

Dr Balsillie: We have \$50,000 in capital and \$200,000 in operating since most of these are highly labour-intensive when we are dealing with the waste days. The household hazardous waste days were first introduced in April 1986. Over the last three years, we have had 60 projects which were undertaken by the municipalities and we have given out \$668,000 in household hazardous waste funding. We have also supplied promotional material to the municipalities so

they have something to copy and something they can give out to their residents; and also implementation guidance manuals so they know how to carry out a waste day.

At the present time, we have 31 more applications in for day or weekend events. As the minister said, we are looking more towards something in the line of permanent depots and we have 17 applications in at the present time for funding permanent depots for household hazardous waste.

Some municipalities, of course, have become more inventive and they have introduced a toxic taxi program, in Metropolitan Toronto and also in Peel region, where you can phone up a given number and they will send a cab over or somebody over to pick up your waste and take it to a certifiable depot where it can be properly disposed of.

There has also been considered a red box program, which was similar to the blue box. We have not been so encouraging of the red box program because what it means is putting the material out to the curb, and we feel that this has serious safety concerns for children and pets and other interested folks who would be willing to dabble in your red box to find out what you might have in it.

We have been active in this area. We are currently reviewing the household hazardous waste day program and we are considering trying to encourage municipalities to move to the permanent depot because it becomes far more cost-effective. The cost to mount a one-day blitz in a municipality is considerable compared to operating a depot over the long term.

Mrs Marland: Can we deal with the subject of biomedical waste? I have to tell you that I had just a terrible example last year where someone in Ottawa called me because her sister was in a small hospital, not in Ottawa, and she had had to have a little bit more than a foot amputation. The hospital had no way of disposing of that and actually asked the healthy sister to pick this up—you can believe this—and take it to the nearest funeral home that had that kind of disposal available. It meant a drive of close to 100 miles for the healthy sister to go, first of all, to the hospital. Now it was a small hospital obviously, otherwise it would have had a facility. Then she had an equally long trip to the funeral home. This woman called us, I suppose, because I am the spokesperson for the Environment. I ended up getting involved with the administrator of that hospital who said quite simply to me that he had no other alternative. I thought I was back in

1902. I mean, I could not believe that this was even a question in—I think it was this spring—1989. There is such a serious question about biomedical waste now, especially with the question of AIDS, but with other serious infections. So what kind of policy does the ministry have and what role does the ministry play? Is it the Ministry of Health or is it the Ministry of the Environment?

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Hon Mr Bradley: First of all, the instance you bring to our attention is certainly a serious one. Like you, I am saying how can this possibly be the case in this part of the 20th century, but what we do is to play a regulatory role. Any funding for medical facilities in the province comes from the Ministry of Health. I guess in some cases it could be the Ministry of Community and Social Services if they are operating a facility. But through regulation 309, which is our cradle-to-grave looking after materials of this kind—biomedical waste being one of them—we regulate it on that basis and each of these facilities should be using an approved disposal company for these purposes.

That is a very unfortunate situation you describe. It must have been shocking and discouraging for the person who had to actually perform the task, let's put it that way, let alone anyone else. But Dr Balsillie will elaborate on the specific procedures that they should follow.

Dr Balsillie: I guess to the member we should say that if a similar situation arises, do not hesitate to get in contact with us because there are proper ways of disposal. Certainly we would then take over in terms of getting in touch with the hospital and informing them as to what they ought to do.

As the minister has indicated, regulation 309 requires hospitals to register as generators of hazardous waste. Pathological waste is defined as a hazardous waste and has to be treated as such. There are a number of ways of dealing with pathological waste. In a number of the hospitals across the province there are incinerators for the incineration of biomedical waste. Tricil Ltd. operates a private incinerator in Thorold, Ontario, where they take a small percentage of our material for incineration to that facility. A large percentage—about 30 to 35 per cent—of our material is picked up by a company called Decom and it is transported to an incinerator in Gatineau, Quebec, and handled in that fashion.

We do have concern that we are reliant on an outside agency beyond our own borders over which we may or may not always have control.

Therefore, we are trying to become more self-sufficient within the province of Ontario. We have looked at the incineration situation within the province and we are working jointly with the Ministry of Health to upgrade the hospital incinerators in this province. We have been in this program working out the details for some time, but we are quite confident—and I met with my counterpart there the other day—that the program will come forward quite soon.

In addition to that, we are encouraging a limited number of regional facilities, regional biomedical waste facilities, to handle this material. There are two proposals which are in tentative stages at this time for regional facilities, incinerators to take biomedical waste. We are reviewing them under the initial stages of the Environmental Assessment Act.

A third project is what we call the Hammer Mill, which is a project which the Hospital Council of Metropolitan Toronto has undertaken to put up a shredding and disinfecting facility near the Booth Avenue Hospital Laundry along the lakeshore area. We have supplied initial funding under the research advisory committee of our own ministry. The Ministry of Health has put up some of the funding for this facility in terms of testing it and we will be putting up some of the funding in terms of the capital under our waste management grant program.

There is to be extensive testing of this facility for a limited time. A limited amount of material will go through on so many hours per day, and that facility can be tested on that limited basis for up to six months. Based on the results from those tests, they will be applied to the full environmental assessment for that operation.

So there are a number of initiatives which the government has undertaken. We realize the magnitude and the sensitivity of the problem and we are hopeful that the measures which we are taking will make us self-sufficient within our province with adequate facilities operating in order to take care of this problem.

Mrs Marland: Thank you.

Hon Mr Bradley: You are probably more familiar than I am, Mrs Marland, with some of these matters in terms of the medical things and so on. The interesting thing that we encounter is the debate that goes on in hospitals. For instance, they throw out a lot of things in a hospital. We talked to them about recycling and some of the hospitals are getting into recycling programs. I understand that, for instance, there is a lot more—because of what you have talked about, some infectious diseases, particularly AIDS, but

also other infectious diseases in hospitals. In an effort to have as little contamination as possible, hospitals have thrown away an awful lot for destruction later on, disposal and destruction. That is one end of the debate. The other end of the debate is, look at all the things that are now used and thrown out that never used to be throw out. I mean, if we think back at the hospital of 15 years ago compared to the hospital today, I would venture to say they certainly reused and recycled a heck of a lot more 15 years ago than they do today. So that debate will go on, but I must say at least hospitals are looking at that.

The second thing is on the incinerators. Because of the cost of operating these, for hospitals it probably makes a good deal of sense to regionalize those facilities as opposed to trying to have very expensive operating ones at each one of the hospitals. That is what we are looking at. Naturally, I have not seen anybody who has volunteered to have it in their neighbourhood, but it certainly makes more sense than imposing huge costs on every individual hospital in the province of Ontario to have its own incinerator.

The Acting Chair (Miss Roberts): Just before you go on, if I might, Mrs Marland; on the instructions of the chairman you have until 4:54 pm. That is what he has indicated.

Hon Mr Bradley: He is an awful man.

Mrs Marland: I figured I had five minutes left. So, let's be fast. I just want to tell you that I probably do not know any more about medical waste than you do. My husband is a dentist, not a doctor, and everybody mixes that up.

The main question that I have on this whole subject of waste is if it is true that you are developing an Ontario waste abatement strategy, when are we going to see it and where is it reflected in the estimates?

Hon Mr Bradley: Yes, we are in fact, in all aspects. The waste management branch is looking at a waste abatement strategy which we think can work, largely based on diversion, of course, from landfill or from incineration. It operates with what we have already dealt with, the blue box program which I think is about 1.8 million households now, they tell me. It goes from that, through to composting, through expanding it to apartments, to the sector we refer to as the industrial sector, the industrial 3Rs program that we use at the present time. Dr Balsillie would elaborate briefly on that for us on some of the projects that we are involved in that are actually providing grants, I think, and loans—at least grants I know—to those who have

techniques and processes which are going to be used by others, can be used by others.

It will be helpful, not only to our own industries and our own industrial commercial sector in this province, but also in terms of export, I think it can be very beneficial. We can make money in this province by exporting that kind of technology.

I think that is most promising and it is certainly having a result now. We have a waste exchange as well, where one company can use another company's waste for other purposes. Some totally, I remember General Motors for instance, totally recycle their oil. They cleanse it, recycle the oil and use it again instead of throwing it away somewhere. So, all kinds of things like that are happening in industry.

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Mrs Marland: Would you describe what you are doing as being that you are developing an Ontario waste abatement strategy?

Hon Mr Bradley: I would say so, yes.

Mrs Marland: Is there a way to identify how much is being spent on that in the estimate? Is there somewhere that it can be identified?

Hon Mr Bradley: I do not know. It is going to very difficult to pinpoint because it is going to come from not only, well in our estimates, largely the waste management branch and the expenditures of the waste management branch, but it is also happening in other ministries, such as the Ministry of Government Services, which is now spending a couple of million dollars on converting the government to be good recycling 3Rs ministry, throughout the government.

So what we are doing is, in fact, through our regulatory regime, compelling other parts of the government to reduce and to recycle and to reuse products. We, I think, have to show some leadership in that direction and we can do some practical things. We have a long way to go yet and you people, I hope, will continue to bring to my attention instances, such as you and Mrs Grier have from time to time, where right in this legislative building we do things that could be done differently and better. It is all part of the strategy. Are there specific programs you might be able to help identify for us, Dr Balsillie?

Dr Balsillie: I think, as you described it, we have continued to increase the amounts of money and the numbers of staff which are available to the waste management branch and, as such, our building and developing strategy in terms of all aspects of waste management in the province.

I think the waste management branch began in 1982 or 1983, something like that, where we had something like 35 or 40 people involved in waste management. There are now close to 100 people in the total branch activity and the budget is now in the region of \$42,000,000. So as the minister has pointed out; I have it now, \$42,159,000 as the total budget for the waste management branch. A considerable portion of that, \$33,680,000 of that, is direct grants or transfer payments to municipalities, industries, and in terms of grants, to such people as the Ontario and Canadian waste exchanges. The Ontario Waste Exchange gets \$70,000, the Canadian Waste Exchange, \$25,000, so there is nearly \$100,000 in the budget for the waste exchanges.

So that in total and I could run through how much money is available for financial assistance programs, household hazardous waste, industrial 4Rs, etc. But in total it comes to \$33,680,000 in terms of transfer payments to industries and municipalities, etc. and the total—

Hon Mr Bradley: Which levers a considerable amount of money being spent at the municipal level and in the private sector, as well as more money for the government ministries.

Dr Balsillie: We only pay a portion of the total costs of any project.

The Acting Chair: Your time is up. The Chairman just walked in and I have to be fairly—

Mrs Marland: Is my time up?

The Acting Chair: Yes for the day, that is correct. Mr McGuigan?

Hon Mr Bradley: Just when we got going nicely. The acting chairman and I were getting along so well today.

The Chair: It is all right for you, but it does not work for me.

Mr McGuigan: Another constituent problem: The town of Belle River, which is situated on the shore of Lake St Clair about 30 kilometres from Windsor, has been described at times as a bedroom community for Windsor. It is also a tourism town because of the proximity to the lake, the waters, the fishing and so on. There is a bit of a conflict there between that aspect of the town and also its natural reaction to try to have some industry in the town.

There was a canning factory there a number of years ago. Canning tomatoes would be the biggest item in that part of the country. I am told by older people in the community that there were some problems with the canning factory, smells and so on at canning time, but it was always a

case that was seasonal and people knew that in so many weeks it would shut down. All those were complaints at the time but it really did not become quite as big an issue as it is today.

The canning factory closed down, for whatever reasons. The property was sold to a company called Creative Concrete Inc. They have been operating there for at least two years where I have been involved and probably a little longer than that. The problem with a concrete company is that they operate year-round so people cannot look forward to a day when they will stop hearing the squeal of saws that cut concrete or when they will stop having the dust that comes from this concrete place.

Being the town that it is, there are a lot of swimming pools around and of course the dust settles in the swimming pools. Southwestern Ontario in the summertime is darned hot. I could describe it in more colourful language, but it gets darned hot down there in southwestern Ontario in the summertime, so an awful lot of people spend their time outdoors. They work in the factories or the offices and they come home to cook a nice steak out in the backyard on barbecues and all that sort of stuff and enjoy their pools. They get their steak flavoured with concrete dust and they get the concrete dust in their pools and so on. So it has been a kind of long-running battle.

I got a letter on 26 October addressed to me: "Problems and complaints with the above company are still continuing on a daily basis.

"Town council at its meeting of October 23rd, 1989 requested that I write to you to ask you if you will arrange to invite the appropriate Ministry of the Environment officials from Toronto to view the Creative Concrete site and operation."

There is an article in the paper also saying that I am going to be the saviour.

Mr Fleet: As usual.

Mr McGuigan: I have been working on it over the last couple of years. In the fall of 1988 the town gave the company 45 days to clean up the problem. The town also has a noise and nuisance bylaw. They are also seeking a permanent injunction requiring Creative Concrete to close down, which obviously has not worked yet. It takes a long time to get those things through the courts.

The ministry issued a control order in the spring of 1989. To be very fair about these matters, I think perhaps there is a little bit of blame to go all the way around everybody. To some extent I think the town, in seeking a replacement for the industry, perhaps did not

investigate as much it wished it had investigated to see what nuisances there would be with this industry.

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The company itself has gone to some considerable effort, hiring an engineer and taking some steps to try and alleviate the problem. I might just say the problem is worse in the summertime when people are out, because in the summertime in order to work in the plant and have a decent place to work, they open the doors and let ventilation and so on go through. Of course with the doors open, noise and dust also emanate from the facility.

They have had one of those liaison committees which met for a short while but did not seem to get anywhere. That system has broken down, so now they are appealing to me and I am appealing to you, wondering if people other than the local office at Windsor—the local office has been involved. They are satisfied it has done whatever it could within its capabilities, but it does not seem to be satisfying the people of the town.

My question to you, Minister, is, is there any overview or folks from Toronto who might come down and perhaps reassess this whole system?

Hon Mr Bradley: What we can do, Mr McGuigan, is that I can bring this to the attention of the regional director. That is out of the London office of the Ministry of the Environment. You are dealing specifically with the district office in Windsor. We have an excellent staff down there. I know they have done their best in this and many other matters.

As I say, when people genuinely feel that people have done their best, they look for another authority, and we would happy to have the London office see if it could be of some assistance here. It is dealing with a classic land use conflict situation. I remember that David Guscott, who is now the central region director, has had either a personal project or a ministry project—I think personal project—where he has worked on looking at incorporating within the Planning Act certain things such as buffering and really looking at incompatible land uses.

One of the problems we have faced in a lot of the municipalities is that what looked like a good thing in the first place, like a good industry in the early days, becomes less acceptable to people because as more residents move in or as new residents move into an area—it is largely when new residents move in—they have not tolerated what the others have tolerated over the years. The others may not have liked it, but it was kind of the industry in town and they put up with it.

This is a classic noise and dust situation. What is the third thing we talk about?

Interjection: Noise, odour and dust.

Hon Mr Bradley: NODs, we call them—noise, odour and dust situations. You mentioned the liaison committee. We usually try to set one of those up because often the company will respond to it and people can deal directly with the company. This, you say, has at least broken down.

The control order: We usually put a control order on a company of this kind to ensure that it meets all the requirements. Residents who have contacted you obviously are not satisfied this has done the job yet. The noise bylaw that the local municipality has is another situation.

I would be happy to have our London regional office look at this to see if there is another perspective on it, if there is something else that might be done in this circumstance. I must say this is probably multiplied throughout the province where you have industries that provide jobs in the community which are not compatible with a residential neighbourhood, particularly as the residential neighbourhood either grows or new people move into that neighbourhood. It becomes a problem.

There are people here from the regions who will certainly take this into consideration. Julian Reid, who is the assistant deputy minister, has listened to your representations, has access to Hansard and will be happy to delve into this further for you.

Mr McGuigan: Thank you very much, Minister. I would like to bring up another problem that I have had some personal involvement in over the years. That was the question of the Alar scare. I would like to get on the record a little bit of the background on that. I have to take you back before we had refrigerated cold storage when apples were stored in the root cellar as the means of providing fruit over winter.

Because green apples would store a little longer than apples that had stayed on the tree and matured and developed their red colour as they do at harvest time—just as the leaves develop a red colour in the fall when they are ready to fall—the term that came to be associated with green apples was green in the sense of being immature. When you bit into a green apple it lacked in flavour and lacked in quality, but under those warm temperature storages they had in those days it tended to last longer than an apple that was picked with a nice, red colour to it.

The term “green” became synonymous with poor quality. Out of that developed the desire to

have an apple with a red cheek on it. It was a natural thing that followed.

I have to change step for just a minute. An apple was discovered in Dundas county in Ontario back in the 1800s, the McIntosh. The reason it was discovered here in Ontario and recognized was because the McIntosh was suited to our climate. If that seedling had been found growing in California, they would have walked by that seedling and said, “This is of no value.”

The point I want to make is that the McIntosh is Ontario's apple. We have a worldwide reputation for this apple, for having very good eating quality. For years and years we have shipped them to Britain and certainly it has been the number one apple here in Ontario. It is also the number one apple in neighbouring states and provinces that have the same climate as ours: Quebec, New York and Michigan. That is McIntosh country.

But the McIntosh apple has the nasty habit, when it reaches maturity, when it starts getting that red colour and reaches maturity, of simply letting go of the tree. You can look at your orchard on Saturday night and say, “I'm going to come out here and pick these apples on Monday because they have reached their colour,” and you come out on Monday and they are all on the ground, especially if you happen to get a good wind come along.

I guess it would be in the 1940s that they developed some hormones, natural hormones that operate in the tree throughout the whole year to keep the leaves on. Just a little technical thing: In the fall a little layer of cork develops between the stem and the attachment on the tree and when this little layer of cork reaches its maturity it sort of dries up and the leaf falls off. It works the same with apples.

This chemical delayed the development of the abscission layer, as it is called. Later on Alar came along as a better material. It allowed the apples to stay on the tree and develop that red colour consumers had learned to expect and that we and the chain stores promoted, and so on. It also allowed the apples, for some unknown reason, to store better. They would remain in storage in good condition for a longer period of time.

Then we had reports come out saying that if a person ate 350,000 apples a day it would give him one chance in six to develop cancer; that is, 3,500 bushels of apples a day would be required to give you one chance in six to get cancer.

There is another report saying that when you compare that so-called induced or artificial hazard to some of the natural carcinogens that are in food—I do not wish to condemn mushrooms because certainly they are one of the foods people look upon today as being very desirable for their health because they have no calories in them. There might be calories when you put them in a dip, but if you eat them without a dip, there are no calories. I see the minister smiling. He probably likes his with dip. I do not know how they draw these figures up. It is weird and wonderful stuff called statistical analysis and I failed in that. But the scientific evidence is that mushrooms are 52 times more carcinogenic than Alar-treated apples.

What I am coming at is, what can we do, if anything, to temper and stop the scare tactics that are used? I know that in my own community the day after the Alar report came out I saw an ad in the paper, "My apples are not treated with Alar." Then you get chain stores saying, "There will be none of these apples used in our store," or canning factories saying, "There will be none of these used in our process," simply because it is sort of the popular thing to do and perhaps they might have an edge on somebody else who may have used it.

I assumed you wanted to get some of the background on the record and say how unfair it is to wreck the chances of an apple that is our apple. The McIntosh apple is Ontario's apple. The Delicious is a more southern apple. It was discovered in a more southern climate. Again going back to the seedling, if that seedling had been noticed here in Ontario from a Delicious, you would have walked by it. The seedlings have a correlation to the area in which they are discovered. Delicious is a warmer season apple than McIntosh.

Mr Adams: Jim, we could switch to Adams apples.

Mr McGuigan: I could tell you about the pear on the ground instead of the apple, but I do not want to get into that.

Hon Mr Bradley: Before you do get into that, you have identified—I will say this in a general sense—a real problem with food that we have to deal with in our society. As a society, we demand good-looking food. Without a doubt, generally consumers tend to—they are changing now and this is what I am pleased about. People are now starting to say, "You know, the food does not look as glossy as it might or is not packaged as well as it might be and so on, but we are prepared to make those purchases." I think you have

identified a problem. I always assumed the reddest apple was the best apple.

Mr McGuigan: There is a historical reason going back 100 years.

Hon Mr Bradley: The red apple was good health. What we are looking at now are some of the pesticides, herbicides, growth hormones and so on that have been used, attempting to assess what the effects are. We rely on the Department of National Health and Welfare to provide this kind of advice to the country on what is healthy and what is not healthy. It uses statistics and findings from the World Health Organization, the US Environmental Protection Agency and others. I noticed for instance—I think it was last week—that the EPA banned Alar. The company had taken it off voluntarily for a while. They banned it.

Public education is useful. Public debate on these is very useful. I do not know how you ever get around what you refer to as the scare over certain substances that are used, but I think we have to ensure that somebody bringing a product on the market should have to justify that it is not environmentally or health-wise undesirable for our country before he is allowed to bring it on the market.

What has happened in the past is that governments have been forced to justify taking something off the market on behalf of people. I think the best method is when you start at the beginning and make sure that somebody can justify that it is, without a doubt, safe to bring on the market. When these debates come about and there are national programs in the media about them, most people try to be fair and balanced in assessing them, but there are always going to be concerns out there.

Interestingly enough, the term "green"—you mentioned apples—has become something positive these days. Maybe that will help with apples. You have certainly convinced me in this past year that if this is the situation I should not fear eating green apples.

The Chair: He could convince us too if he brought us some apples.

Hon Mr Bradley: That would be very good.

Mr McGuigan: I would not want to be accused of influencing anybody.

Hon Mr Bradley: The other part of it you run up against is that every environment minister in Canada, I assure you, in every jurisdiction has some interesting discussions with the minister of agriculture over these matters. Regardless of which government it is or wherever it is in

Canada, I have found that over the years they have these discussions between agriculture and whoever is responsible for pesticides, herbicides, growth hormones and so on.

We are asking our farmers to be competitive. You have said this on many occasions. We say to the farmer: "You have to be competitive. You have to produce as much as possible and it has to look good." That is generally the mandate we have stuck out there for our farming community. It seems to me we are going to have to be supportive of those who are prepared to look at other methods. We are going to have to be vigilant, as we have been in the past, both federally and provincially, about any new products coming on the market.

The other one was alachlor. You mentioned Alar. The interesting thing about alachlor is that I had a lot of people mad at me for the stand Ontario was taking on alachlor. The people who were being impacted adversely—I hate that terminology; it sounds like you are in government when you say it—the people who were being hurt by alachlor were the farmers themselves. It was getting into their wells and into their farmyards. There was one municipality that was affected.

It was not something where you worried about a residue that carried it on; it was mostly in the area itself. We assisted the federal government by providing information to it and it ended up making a decision which was severely restrict or ban alachlor altogether. Those are difficult decisions but it seems to me we will have to err on the side of safety.

That means we are going to have to be additionally supportive of the farming community in either finding other methods or in supporting the farming community in other ways. We cannot ask you to be competitive and produce at the greatest rate and produce the nicest looking food and at the same time ask for the best in terms of health and environment. That is where I think there is a good relationship developing between the Ministry of the Environment and the Ministry of Agriculture and Food.

The farmers themselves, and you know this, have come to us over the use of pesticides and herbicides and said: "We would like mandatory courses for people. We would like education to take place. We are willing to co-operate." I think that kind of turnaround has been really good for everybody. Ultimately, education and information for people to make their choices are going to be exceedingly important. You have, I think appropriately, outlined some of the problems

people encounter in this regard. It verges in one instance on health and the other on environment but there are probably implications for both.

Mr McGuigan: Just one final comment: I think there really is an appreciation among farmers, and I include all branches of agriculture, that we must be responsible and must use materials that are safe. I have to agree with your stand on alachlor, and I think a lot of farmers do, although I suppose those most immediately impacted did not welcome that decision with open arms. I think generally in the farm industry we realize that we have to, and certainly the fact that farmers are flocking to these courses is an indication of that.

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I guess where we get upset, though, is in cases where there has been no good case made but it results in the banning of a very useful chemical, and I do not think anybody can say a good case has been made to ban it. The second point is how important it is in the case of an apple with which we had an edge in world markets and in our own markets, and just too frivolously let that go because, sure, there will be alternatives. But it will be a long, long time before we develop a position in Ontario, in Canadian or in world markets such as we had with McIntosh apples.

Hon Mr Bradley: I guess, in conclusion on that, you would hope that those people with the greenest lawns, which you mentioned before, would be as interested in saving the environment through the appropriate treatment of their lawns as they would ask farmers to be in the treatment of their farms. You have said that on many occasions.

The Chair: Mr Fleet.

Mr Fleet: Thank you very much. How long am I allowed? Not very long, I suspected as much.

The Chair: Mr Cleary also has a hand up, so you and Mr Cleary are sharing time. You could have until 5:35.

Mr Cleary: I just wanted to say a word about McIntosh apples.

The Chair: They are good, are they not?

Mr Fleet: Thanks very much then. Given the fact that time is limited and I am not a regular member of the committee, I have got a comment in the form of three rather distinct questions on different issues for the minister.

The first thing is just to reiterate something that I have indicated to the minister before about certain kinds of products. I have advocated the

use of an environmental protection tax to tax products that are difficult to dispose of or that involve unnecessary packaging. We have seen some first steps in the last budget to tax especially pesticides, new car tires and fuel-inefficient cars.

I do not particularly expect a budgetary-type response from the minister today, but I simply want to reiterate that I hope the Ministry of the Environment and the Treasury will be able to co-ordinate for additional measures that can be developed. I realize that when I made my presentation in the House, it is rather much more straightforward for me to advocate the philosophy; it is always more difficult to apply it product by product to have a tax which would be effective. None the less I am confident that that can be done with some effort.

I have also, as I indicated, some questions about things that relate to my riding as well as the environment in general.

Hon Mr Bradley: In relation to the very first one you mentioned, you know I am happy—I think that people will accept additional costs to meet environmental requirements. I think they would like to see those additional costs actually go to meeting environmental requirements. That is what I think is the secret of government. You know, every treasurer in the world hates the words “designated funds” or “dedicated funds” or anything like that, and that poses a problem. I do not know of any treasurer—all the environment ministers get together and talk about treasurers because they all want everything to go into the consolidated revenue fund.

I think people, for instance, are prepared to pay more for their power in this province if they know that the additional money is going to clean up the environment, to meet the environmental obligations. I said when we bring in the new regulations for cars, and I expect the federal minister will be announcing this week—the pre-regulation announcement will be made this week, as he undertook at the environment ministers’ conference in Prince Edward Island. I said at the press conference there, when people confronted me with it, “Yes, I think people will pay more for their automobiles.”

I think that can work to a certain extent but where you draw the line is another matter. Who decides what is environmentally desirable and what is not? There are some things we can all agree upon. There are certainly problems that can be addressed by providing funds, by providing a tax, and having those funds go directly to solving that problem. But what often happens is that the tax goes on and the solving of the problem comes

with a time lag behind it, and that is not always popular with consumers.

But we look at all those areas where we can put taxes on or take taxes off—we saw that with gasoline. You will remember when we brought the price the same by taxing for leaded and unleaded gas how much support it received in the Legislative Assembly from members of the House and from the community at large. So those things are happening. When it first happened, the prices were all over the map. Now they are the same, so the incentive is gone to tinker with the car in terms of leaded and unleaded fuel and that is very helpful.

I think that offers some promise. We will have to sit down with the opposition and talk about that some time and maybe they will support it. I think the opposition, if it thinks that the tax is actually going to be applied beneficially and is a reasonable tax, will support it. Oppositions, because I sat there eight years, are naturally suspicious of governments and are not eager to support taxes. If they were, we would not be living in a normal democratic society.

Mr Fleet: I concur with your comments about linking the tax and the solution. In fact, that was one of the parts in the suggestion I made earlier this year to the Treasurer (Mr R. F. Nixon) and have reiterated since then to him.

My question concerning things in the riding, I think, was partially touched on earlier today and perhaps earlier in another session, and that is the question of recycling programs in apartment buildings. There is a strong sense within my riding, and I believe elsewhere, for people who live in apartment buildings to participate in a blue box program, or something akin to it. My question is, quite simply, when can they reasonably expect to do that in the city of Toronto?

Hon Mr Bradley: As soon as the municipality wishes to embark upon those programs, they can in fact be done. Guelph is a leader—I hate picking out any one community, but I think anybody would concede that Dan Hoornweg in Guelph is a real leader in this direction—and there have been municipalities within Peel and Halton which have shown some progressive ways. Kitchener was one of the early ones involved in recycling.

What happens is they find out through the pilot programs that people in apartments will participate, at least at the same rate and sometimes even better than others. The initial impression was that somehow people in apartments, because they did not own their apartments or something, were not going to participate. Well, Guelph proved them

to be wrong in their pilot program. I notice the city of St Catharines—I was reading something for recycling week in St Catharines and it said it is going to embark upon some programs. It is different than the blue box that you put out front, I guess. They could be larger blue boxes.

But I do not see any reason why you cannot recycle in an apartment. I see people who are members of the Legislature living in apartments in Toronto who must cringe when they have to put things into the garbage which they believe should not go there. They probably take them to work here and put them in the blue boxes the way I do. It can be done if you have the will to do it, and we certainly encourage it in the Ministry of the Environment.

I think a lot of municipalities are moving in that direction, particularly those who are having worries about their ultimate capacity in landfill or incineration. They do not want to embark on that field as quickly or as extensively as they did in the past, and I think they are quite pleased to participate in these programs. You would have to ask your local municipality.

We encourage it. We think there is a lot of interest out there. We think they are interested and now that we have got the incinerators out of apartments, that will be even more incentive. We got into a debate when you were not here earlier about incineration and the 3Rs. I was chastised by Mrs Marland for going to 3Rs instead of 4Rs and I get chastised by a lot of municipalities for that. But I feel that incineration and landfilling are disposal methods and that the rest are diversion methods.

I think that now that they have got the incinerators out of there, it is not so easy for people in apartment buildings. They have to pick up stuff anyway. The garbage man, whoever it is—or the garbage person, I guess I should say now—has to pick stuff up anyway. Why not pick it up separated and recycle the stuff that can be recycled, and then whatever is left over that absolutely must be disposed of can be disposed of?

I do not think there are any real barriers. I guess there are some logistical problems, perhaps some capital works that have to be undertaken, but we certainly encourage it and we would be happy to consult and work with your municipality in implementing that program.

1730

Mr Fleet: My next question concerns something that I am sure Mrs Grier would be interested in as much as I, and that is if you could simply reiterate the commitment of the Ministry of the

Environment to cleaning up the beaches in the west part of the city of Toronto.

I noticed recently there was an announcement about efforts made on the eastern part of the city of Toronto. I must say that the people who live next to the Humber River in my riding and in Mrs Grier's and also up the river, as well as those in my riding and Mrs Grier's who face right on the beach, are understandably concerned that the earlier commitments of the government might not be met. I am more optimistic than that and I would appreciate your being able to confirm that action is going to continue along those lines.

Hon Mr Bradley: I will confirm the fact that that program is ongoing and that there are funds designated for it. You will recall in the election campaign that the Premier (Mr Peterson) promised money for that, and that money was allocated to the ministry for those purposes.

It is a major undertaking, of course, because what you have is a very rapidly expanding Metro Toronto area, or GTA I guess you would say. The population is increasing tremendously; the development that is taking place is happening rapidly; it is one of the fastest-growing areas in North America. Someone told me it is the second fastest-growing area in all of North America. You have all of these parking lots with pavement in them and the water rushing down to storm sewers. You have more people so you have more sewage going into the system. You have more dogs and cats and so on. You have all the things that contribute to the deterioration of the beaches in terms of the bacteria count.

We are spending money. We think the retention tanks—some people call them detention tanks—which retain storm water and retain other water so that it does not end up rushing to the beach right away with all the contaminants, but the contaminants get a chance to settle down, offer an awful lot, because Metro automatically closes the beaches, I understand, when there is a huge rainstorm, knowing all this stuff is coming down to the beaches.

You know, I could have drawn conclusions last summer, for instance, and said: "Isn't this great? Things are getting better. The beaches were open longer." Frankly, part of that is weather. It depends upon how dry or how wet the weather is. Some people have given up. They have said: "Well, it's going to cost you billions of dollars and it can't work anyway. Why are you bothering with this? Why don't you do something else?"

I refuse to give up on the beaches of Metro Toronto. I think we can make them swimmable

and I think we can do it. It will not happen next year but if each year we try to get a situation where we have more days that they are open, we use that excellent resource. You may be assured that the funds will be there. We provide them to Metro Toronto and other municipalities to assist them with their projects. We encourage them to be involved in storm water management; we look for the detention ponds; we look for improvement and upgrading of sewage treatment plants; we look upriver. One of the things the Royal Commission on the Future of the Toronto Waterfront said was, "Look up the Humber, look up the Don, look up these rivers to see where the problems are."

Our Environmental Youth Corps, which is one of the best things I think this government has done in the field of the environment, has lots of young people involved in helping to clean up the environment in a practical sense. What has happened is that these people have identified the illegal connections that are going into places like the Humber River and the Don River and when they find those, they are cut off and there is another source of contamination that is taken away.

So I think you may be well assured that we and our government are very much committed to cleaning up these beaches, the beaches in my community which are impacted by the same problems and in everybody else's community. That is a very high priority for this government. I think people deserve good recreational water in Ontario, and we are determined to provide it with our financial assistance, technical assistance, scientific assistance and political will.

Mr Fleet: Can I squeeze in my last question?

The Chair: I do not think that is possible, Mr Fleet. We will have to turn to Mrs Grier.

Mrs Grier: Mine follows to a certain degree from that. In my particular riding, as the minister knows there are plans for massive development in two locations on the waterfront. One is the area known as the motel strip and the other is the former Lakeshore Psychiatric Hospital site.

In one case, on the hospital grounds, the Ministry of Government Services asked for an exemption from the Environmental Assessment Act; on the motel strip, the Ontario Environmental Assessment Advisory Committee recommended an environmental assessment. In both cases, you instead asked for an environmental management master plan. Both of these plans are now being prepared by consultants. The terms of reference make no provision for public participation or give us any sense as to how these plans are

going to be evaluated in the course of the approval of the official plan amendments and rezoning bylaws to which they refer.

Could you perhaps give me some sense when these plans are to be completed. Comments from your ministry will be part of the Ontario Municipal Board hearing because the management plans will be part of an official plan amendment by the municipality. Neither the municipality nor the Ontario Municipal Board has a great deal of expertise in these matters. I would like to have some sense of the process of approval of these plans that you envisaged when you approved them. Second, I would like to have your definition of an environmental management master plan. All in six minutes.

Hon Mr Bradley: That is pretty difficult, all in six minutes, for me, let alone for anybody else. I want to say that I had envisaged and I think the government had envisaged, with our desire to see some accommodation provided for people in Ontario—that is a great dilemma we face, accommodation and how rapidly it is required to meet the growing needs of Metropolitan Toronto and the surrounding area.

We have a number of conditions which, as you know, were placed on the environmental management plan when it was not under the Environmental Assessment Act. I was ready in the House one day; I never have it at the right time of course, but I was ready in the House one day to list all the conditions we had placed on it. I think your fair comment on this—not that it is not all fair—but your fair comment is, fine with the conditions, but who is supervising to see that these conditions are actually met and what about conditions that are not on there? Where can the public get its kick at the can on this?

I am going to ask the deputy minister to deal with the process end of things, because I think you identified a very justifiable concern that I want to see met. When I have to take action such as the action I took to help accommodate housing in Metropolitan Toronto, I want to be assured that the concerns people have about the environment are met. In terms of the process, I guess Erv McIntyre would be the person who would be able to help us out. While he is coming, what was your second question about?

Mrs Grier: Let me just make the comment that the city's plans for the motel strip envisage entirely luxury accommodation, so I am not quite sure where the impetus came from. My second question was your definition of an environmental management plan.

Hon Mr Bradley: I guess I look at an environmental—what was the word?

Mrs Grier: It is your wording, Minister, environmental management master plan.

Hon Mr Bradley: I look upon that as something that takes into consideration all the environmental implications of the development that is taking place and attempts to—

Mrs Grier: And how do you define environment?

Hon Mr Bradley: I define environment as not only the physical environment, which I think we all expect, but also as looking at the social implications of what is happening. I look at the quality of water, which I think is fair and a concern of yours for some period of time. I look at the impact on air quality and on the soil in the area, at the noise factor in the area, everything that we would look to, the amenities that would be available for people to enjoy.

Mrs Grier: The Environmental Assessment Act definition is the one you had in mind.

1740

Hon Mr Bradley: Quite close to that. I would say yes; I think it is fair to say yes. If the management plan is not achieving that, I am interested to hear from you on that and our officials would be. We would welcome public comment. As a ministry, we welcome public comment and your comment on it. You are very close to it in the area and have followed it very closely over the years. Erv, could you talk about the public comment, for instance.

Mr McIntyre: Yes, certainly I can, Minister. I am sure the member knows that there were public meetings—I am talking now about the Etobicoke motel strip.

Mrs Grier: I am most interested in the process now. The plan has been done. It has been presented to the city. What is the approval process going to be?

Mr McIntyre: The activity is still under the Planning Act unless the minister chooses to designate some portion of it, because he still has that option available to him. At the present time, we are co-ordinating review with central region and our comments will be sent to the municipality. I have already promised you a copy of them when we send them out to the municipality. It is our intention to ensure that our comments are taken into account by the municipality in whatever it chooses to do out there.

Hon Mr Bradley: Let me ask this question. It may be fair. What happens if the municipality

says, “Those comments are interesting, but we are not going to do them”?

Mr McIntyre: There is still an Ontario Municipal Board hearing for them to go through and we would certainly make representation at that hearing.

Hon Mr Bradley: Now the OMB—go ahead, Mrs Grier.

Mrs Grier: I am happy with your questions, Minister, because they are much better than mine.

Hon Mr Bradley: The OMB has some people on it who have some environmental and planning experience. When they look at the whole thing, what is the weight the OMB would place on environmental comments based on how vociferous we are, how aggressive we are, how extensive our comments are? What will there be there?

Mr McIntyre: It tends to be more in terms of how logical we are and how progressive we are. Between the Ministry of Municipal Affairs and the OMB, over the years we have been very successful in getting our desires in the environmental field met through the planning process.

Mrs Grier: One of the real concerns about the process that has gone on with the motel strip is that the consultants were not directed to evaluate any alternatives. For example, on the storm water management, they recommended wetlands. They were not required to evaluate the advantages of wetlands as opposed to detention ponds or any other kind of storm water management. They were not required to look at the effects of the wetlands on other elements of the plan or even the extent of the wetlands required to manage the storm water from a community of 5,000 people. Where in the process can some of those issues be addressed?

Mr McIntyre: Those are the kind of things—I know you have written to the minister with those kind of things in it—that we will be addressing in our comments to the municipality. In terms of their addressing them, I would presume that the next stage would be for the municipality to direct its consultant to say: “Can you successfully answer these questions or can you not successfully answer them? If you can’t, you’d better find a successful answer.”

Mrs Grier: To pursue this, that is mostly related to the motel strip area. The other area was the Lakeshore Psychiatric Hospital site. On that site, there had been an environmental assessment some years ago of a landfill park known as the Colonel Samuel Smith Waterfront Park.

In that EA, a boating facility was approved which was to be a boating club. The conservation authority wanted to change from a club to a marina and you ordered that it required another EA to make the change from a boating facility to a marina. But right next door to it is the Lakeshore Psychiatric Hospital grounds where the Ministry of Government Services proposes 2,000 units on the waterfront. You decided that was a project that did not require an EA. You put in one of these environmental management master plans. I guess I have some difficulty following the logic that says, "An EA if you are changing something from a club to a marina, but no EA if you are building 2,000 units."

Hon Mr Bradley: I guess not everybody who has a boat is necessarily rich or anything like that, but certainly we are faced with the dilemma, in one case, where one facility is not absolutely essential. A lot of people who have boats are rich and have other things to do. In one case, we are being difficult on the rich. In the other case, where we need public housing for people who are in a low-income or moderate-income category, there was a desire on the part of the government to move quickly to do that and to do it through the management plan as opposed to holding up the very much needed public housing for those people.

It was one case where the rich did not benefit from it and the poor perhaps did. That is the problem. We face the dilemma and it is hard for everybody because everybody is concerned about both. In the first instance, you are quite right that you could not describe the motel strip as all serving low-income people by any means. This does, and that was a judgement the government had to make in that case, which was extremely difficult but we made it. The other is a nonessential use and it can go through the environmental assessment.

Mrs Grier: This leads me to the question of the status of the environmental assessment program involvement project interim recommendations, because one of those recommendations, if it had been implemented, would have covered the issue of the boating marina changing. Within an EA area, you would not have needed another environmental assessment. Can you tell me what your position is on the recommendations that were made by the interim report of the EAPIP committee.

Hon Mr Bradley: Those will be communicated to the EAPIP committee at the earliest opportunity. In fairness to them, we hope to be able to move legislatively on this, in the regulatory sense, in the spring session, and I think the Ontario Environmental Assessment Advisory Committee is conducting some public hearings.

Mr Posen: It is completed. EAAC has asked to look at the interim report. I guess they have just given us their recommendations and those are being reviewed now.

The Chair: The bell may ring. It is overdue. Oh, there it is. Tomorrow, I would ask everybody to be on time at 3:30 pm following orders of the day. For planning purposes, subject to audit by Touche Ross overnight, Mrs Marland, the Liberals have 50 minutes, the New Democratic Party has 25 minutes and the Progressive Conservatives have 55 minutes. That would square off the time. I look forward to seeing you tomorrow.

Hon Mr Bradley: We will miss the member for Etobicoke-Lakeshore (Mrs Grier) who will be in Pembroke tomorrow. Is that correct?

Mrs Grier: Yes, that is right.

The committee adjourned at 1747.

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Grier, Ruth A. (Etobicoke-Lakeshore NDP) for Mr Philip

Marland, Margaret (Mississauga South PC) for Mr Eves

Also taking part:

Adams, Peter (Peterborough L)

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Clerk: Brown, Harold

Witnesses:

From the Ministry of the Environment:

Bradley, Hon James J., Minister of the Environment (St. Catharines L)

Posen, Gary, Deputy Minister

Giles, Walter, Associate Deputy Minister, Intergovernmental Relations and Strategic Projects Division

Balsillie, Dr David, Assistant Deputy Minister, Environmental Services Division

McIntyre, C. E., Executive Director, Approvals and Engineering Division



No. D-11

Hansard

Official Report of Debates

Legislative Assembly of Ontario

Standing Committee on Estimates

Estimates, Ministry of the Environment

Estimates, Office for Disabled Persons

Estimates, Office for Senior Citizens' Affairs

Second Session, 34th Parliament

Wednesday 15 November 1989

Speaker: Honourable Hugh A. Edighoffer

Clerk of the House: Claude L. DesRosiers



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LEGISLATIVE ASSEMBLY OF ONTARIO

STANDING COMMITTEE ON ESTIMATES

Wednesday 15 November 1989

The committee met at 1534 in committee room 2.

ESTIMATES, MINISTRY OF THE ENVIRONMENT (continued)

The Chair: We will further consider the estimates of the Ministry of the Environment. I will let you know the division of time shortly. We will start with the member for Mississauga South for up to 45 minutes.

Mrs Marland: Minister, I want to, just right off the bat, ask you a question about the accident last night on the Queen Elizabeth Way at Mississauga Road involving an oil tanker, a tractor trailer carrying thousands of litres of furnace oil. The fact of the matter is that although there was an immediate reaction to try to deal with the tanker as the fuel was leaking out of it, tragically that fuel did get into the Credit River through the storm sewers and now into Lake Ontario. I wondered what plans your ministry has to try to remediate the damage that will have been done by that furnace oil leaking into the Credit River itself.

Hon Mr Bradley: Okay. I will attempt to get that information from the director of central region, David Guscott, who would be familiar with that incident. It is always a matter of concern, the transportation of all goods is a matter of great concern to all of us. You, being from Mississauga, recall a particularly difficult situation a few years back that we all went through. I had to drive north of Mississauga, I remember, to get into Queen's Park at that time.

Mrs Marland: It was 10 years ago.

Hon Mr Bradley: David Guscott then perhaps can answer that.

Mr Guscott: The procedures that were followed last night, and that we follow regularly on these matters, are first of all the fire departments are briefed on the environmental concerns that relate to cleanups of such accidents. The first concern has to be public safety and they do have to get the material off the roadway. They do attempt to absorb as much of it as they can, and what they cannot does end up in a liquid form getting into the storm sewers. They then use

booms to try to prevent it from getting from storm sewers out into the river itself.

In this particular situation, I understand—I have only got sketchy details on it; I was only able to talk to the staff for a few moments about it today—they were able to control some of it, but booms were not feasible at the point where it entered the river, and all we are left with being able to do now is to monitor the effects of it.

There is not an ongoing source; we understand that it has been controlled now and there is no further oil getting into the river. We will be monitoring the effects to see if there is any impact on the river itself or in the lake.

Mrs Marland: Well, my son was rowing on the river at 5:30 this morning and he said that it is pretty extensive all the way down the river on the water surface and obviously going into the shore where there is quite a bit of wildlife. I am just wondering whether the ministry is going to get in a boat and go up and investigate at first hand how extensive the damage is, because obviously that fuel oil clings to everything that it comes into contact with. And if it is necessary to do something to clean the oil from the banks where the wildlife habitat, will that be a responsibility of the ministry?

Mr Guscott: When the situation is stabilized and we know that all the material that is going to come out has come out, we will send our biologist to survey the area and to see what the extent of the damage is along the shoreline, to see if we can determine what the long-term effects will be of that spill.

Mrs Marland: Have you been involved in a similar cleanup of that particular item, in terms of fuel oil in a river before?

Mr Guscott: Yes, the ministry and other agencies that clean up fuel spills have extensive experience with it. The perhaps surprising result is that often the material in the river, because it spreads out only one molecule thick on a surface of water, will extend over a very broad area of water but not have as detrimental an effect as we might have expected on a particular part of the shoreline. The shoreline is more resilient to those things than one might expect.

However, we do try to take every step we can to avoid these things happening. That is why the

fire department is trained the way it is. We have found, for example, that marsh areas do offer an absorbency factor to spills of this type. They die and fall down in the late fall and take the material with them, and we have found no noticeable impact from some spills of this type in the past.

1540

Mrs Marland: Minister, this is another subject, and obviously what today is going to be about, the subject of the Tonolli plant lead cleanup in the Dixie Road and Queen Elizabeth Way area. I know that you are fully aware because we have discussed this for some time now.

Hon Mr Bradley: Yes.

Mrs Marland: There was an announcement made by a former member of your staff at a public meeting in Mississauga. I think it was on 9 September 1988 that the announcement was made that the Ministry of the Environment would be cleaning up the lead-contaminated soil in that area, beginning in the spring of 1989. It is 15 November today and to this date not one single piece of lead-polluted soil has been cleaned up from that area. Can you tell me what the ministry is now saying it is going to do?

Hon Mr Bradley: Yes, I will. To bring us up to date on this particular matter, we have the new director from central region, David Guscott.

Mr Guscott: Mrs Marland, we have been discussing that actively in the last few weeks in the central region. At the time the commitment was made last fall, we expected to be able to get agreement with the whole community on some of the aspects of the cleanup. I understand that since that time we have had further discussions with the medical officer of health. As a matter of fact, on 1 August I met with him and with the regional chairman to discuss some aspects of it.

It has been our experience on other lead cleanups that we like to be able to do the whole cleanup at once. It is extremely disruptive to the community to be digging up certain properties and not others and then going back at a later date to do that. We are still finalizing those arrangements. They are not complete yet. We were not able to get the municipal side agreement until, as I say, August and that was too late to begin the work this year. It is our intention to do the cleanup during the coming spring-to-fall season and I have every indication that we will be.

I have been in discussion with municipalities and with some of the industries involved to get their participation in the cleanup as well. This is proceeding, in my opinion, quite well and I

expect that we will in the May-to-August period next year be able to begin and complete the cleanup.

Mrs Marland: So it will be safe for me to tell those people once again that it will be cleaned up between the spring and summer of next year, 1990? Will that be regardless of any disagreement between the regional government, the city of Mississauga and the provincial Ministry of the Environment about who pays for what?

Hon Mr Bradley: I am confident that we will have an agreement by then. I think we are getting into the final stages of that. That was certainly a problem initially, trying to get it all done at the same time with an agreement from the local municipality. I think there is certainly a lot of light at the end of the tunnel. I do not think it is a train coming the other way, as some people would say in some instances. I would like to see it done quickly.

I know you have been instrumental in pressing this on behalf of your constituents and I know that you are impatient. If I were the member for Mississauga South, I certainly would understand that. We will try to get that done and we will make every effort to. In other instances, we have had good agreements with the local municipality and I think there are people there who understand the need for that and are prepared to move on it. So I am quite optimistic about it.

Mrs Marland: In order to keep your word for 1990, since your word was not kept for 1989, your word based on an announcement by one of your own staff at a public meeting, would you be willing to go as far as to say, if necessary, in order to accomplish the cleanup as quickly as possible—I understand that once started it has to be done very quickly in terms of a total disruption to a community with existing lawns, shrubbery and landscaping—that you would go ahead and sort out who pays for what afterwards in terms of collecting? If you do not get an agreement for cost-sharing between the company and the area municipalities, will you as the Minister of the Environment go ahead to fulfil your obligation to clean it up and sort out the billing later as you have in some other situations?

Hon Mr Bradley: I think if I say that now, we know how the negotiations will turn out. That is always the problem in so many of these instances. If I had said that in the south Riverdale area or the Niagara neighbourhood, I presume that the results may not have been the same, if I had simply said, "No matter what, we are going to do it and we will squabble later on."

In other areas we have moved regardless of the local company involved; in other words, the polluter that has been involved. That is where I have moved. If you look, in other instances I have moved forward based on what the local company would be prepared to pay. Only if there is a breakdown in those negotiations, for instance, with Tonolli and Exide Electronics, in the discussions with those companies, then we are in a position to move forward and attempt to recover costs later. It is much more difficult to do that when we are dealing with any aspect of a municipality.

In the case of the two neighbourhoods in Toronto, in fact, we did not have the immediate co-operation in terms of the financial commitment from either company, in either the south Riverdale area or the Niagara neighbourhood. We said that "We are prepared to proceed," but the other factor there was that the city of Toronto was prepared to assist and did assist in both cases. We had an agreement with them and it worked out extremely well and I must compliment them on the co-operation, as I am sure we will get the same co-operation in your particular area of the province.

Mrs Marland: I think you have already been told that the region of Peel and the city of Mississauga are not going to spend any money on this cleanup. They see it as the responsibility of the Ministry of the Environment and the company.

Mr Guscott: The participation that we are looking for from the region of Peel is not a financial contribution in a form of cash, but rather a waiving of the tipping fee to take this material to its landfill site. In the discussions we have had with them they have not said that they will not do that.

Mrs Marland: Oh. Then that is encouraging because there was a resolution that they were not going to enter into a financial responsibility for the cleanup a year ago.

Mr Guscott: With respect to the city of Mississauga, it is a property owner in that area. They have boulevards which are contaminated and I expect that they will want to have their boulevards cleaned up at the same time as we are doing the rest of the cleanup.

Mrs Marland: If I could move to the subject of the landfill site selection and the landfill site problem in the corporation of the township of Muskoka Lakes, would someone like to tell me what the ministry is going to do to help resolve

that imminent crisis for the disposal of garbage in Muskoka?

Hon Mr Bradley: Again, David Guscott would probably be the person who would speak there, and he may nominate any others he thinks could be helpful in that. It is another difficult situation that we are confronted with as to waste management and who wants to put it where and who does not want it there. David, perhaps I could ask you to elaborate on that.

Mr Guscott: Yes. The site where Muskoka Lakes's garbage was being disposed of, in our northeast region, developed problems. In checking on the site, we found it necessary to impose some remedial measures which the owner of the site was unable to meet. In order to respond to that, McDougall township took over the operation of the site and went to the municipalities that had been taking their waste to that area and asked for a contribution towards the increased cost it was experiencing. There was some time delay in getting something back to McDougall township. Muskoka Lakes is about a 30 per cent contributor to that particular landfill site and obviously the implication for it was considerable.

1550

While this was being worked out by the township, an interim arrangement was established for the waste to be disposed of in another landfill site within the district municipality of Muskoka. However, that was a temporary arrangement. We feel now that as the township of Muskoka Lakes sees the arrangements that are being required of McDougall township and the fact that it has no other available place to dispose of its waste, the arrangement with McDougall township will seem more reasonable to it.

We have to remember that these are municipalities which heretofore have been paying about \$5 a ton to dispose of their waste, which is not really a realistic cost in today's environment because standards and conditions of care at a landfill site are much greater than they were when \$5 a ton was the going price. So we feel that with McDougall township and all the other municipal users of the site being put in an awkward spot, it is going to take some negotiation and discussion. But resolution, I think, will be at hand.

Mrs Marland: In the meantime, garbage is not being picked up in Muskoka.

Mr Guscott: That is the choice of the council. They can take their waste to the McDougall township site as soon as they sign the agreement with McDougall township. That is entirely an

economic decision between the two townships at this time.

Mrs Marland: So you do not plan to intervene with any means of assistance to remedy, other than saying to the township, "You have to pay more to dump your garbage, and you will have to collect the additional cost."

Mr Guscott: We have been sitting down with the parties involved and discussing it with them and with their lawyers as well. I think we have been trying to use our good offices to show that what is being asked of Muskoka Lakes is reasonable, even though it did not see it that way at the first indication.

Mrs Marland: So you do not have anything else that you plan to do to help resolve the garbage crisis in Muskoka.

Mr Guscott: The garbage crisis in Muskoka is also being addressed in the long term through a waste management master plan, and the ministry is a 50 per cent contributor towards locating new landfill sites in that area. Those new landfill sites will provide an opportunity for Muskoka Lakes township to dispose of its waste at that time. Originally, Muskoka Lakes township opted out of that waste management master plan. I guess it is probably safe to say that if you had a place to dispose of your garbage at \$5 a ton, it takes away some of your interest in participating in such an arrangement. But now they have expressed an interest in participating and I think that is going to be beneficial towards waste management in the district municipality of Muskoka as a whole.

Mrs Marland: Is the ministry currently processing the waste management master plan for Muskoka?

Mr Guscott: There is currently a waste management master plan committee, composed of the municipalities involved and the ministry, developing the terms of reference towards the—

Mrs Marland: So the plan is only in the process of being developed.

Mr Guscott: Yes, that is correct.

Mrs Marland: It is not established yet for comment by the ministry.

Mr Guscott: No, it is being formed now; that is correct.

Hon Mr Bradley: One of the problems we have encountered right across the province is that when there is an increase in the amount of money that people must pay for the disposal of garbage, it is not always popular. I cannot speak specifically to this municipality, but so often the cost that has been paid in years gone by has been

unrealistically low because there was not a consideration of the perpetual care of the site or of the potential cost in trying to locate new landfill sites. It is a much more difficult process to go through nowadays.

What people would perhaps have tolerated 10 or 15 years ago in terms of an operation, they justifiably will not tolerate now, so a lot of the remedial funds that have to be provided have to be reflected in the tipping fee. That is something we are going to encounter, I think, right across the province. There is perhaps some resistance to that, but I think there is a recognition that to meet those costs, we are going to see the tipping fees rising right across the province.

Mrs Marland: I want to turn to another small town. I do not know whether it is in your area. You certainly have a can of worms, and welcome, because you are newly appointed, I think, are you not?

Mr Guscott: Yes.

Mrs Marland: Did you get a bullet-proof vest with the appointment?

When you talk about costs to small townships and municipalities, I want to turn to the town of Meaford and St Vincent township. Is that your area?

Mr Guscott: No, it is not.

Mrs Marland: Okay. Now this is a really—I cannot say it is a criminal story, but it is a pretty disgusting story, Minister. I think you will agree when I give you a brief résumé. This is the siting of their new landfill site, and this siting started in 1981, eight years and \$1 million ago. And \$1 million for the town of Meaford and St Vincent township is a colossal amount of dollars because it involves only 6,000 people. We are talking about a landfill site here of 100 acres that will last in excess of 20 years for 6,000 people, and the town of Meaford and St Vincent township have spent over \$1 million now in reaching the point of approval of their new landfill site.

I just want to read, in part, a letter to you, Minister, of 3 November 1989 from John Lowe, who is the chairman of the joint landfill committee of the town of Meaford and the township of St Vincent, and I know, with respect, that your staff will have been dealing with the letter and not you, so that is why I want to read it to you.

He says: "Dear Sir: On behalf of the councils of Meaford and St Vincent, I am writing to request your immediate assistance.

"On Wednesday, November 1, after 50 days of hearings, Mr Crocker, the ministry solicitor,

announced to the joint board that the Ministry of the Environment position has changed from 'not opposed' to complete opposition to our municipalities.

"He indicated he would be seeking an early termination of the hearing, without hearing the rest of our case.

"He has advised the board that your ministry feels that the proposed site is safe, but that the application should be refused for deficiencies in the site-selection process. The process has been ongoing since 1981, through two elections held in our municipalities. The proposed site will serve the 6,000 residents of our two municipalities.

"The ministry solicitor, Mr Crocker, has suggested that he gets his instructions from a committee or senior MOE staff.

"We were not consulted or advised of any consideration by this committee over the change in the ministry position. It is in violation of an agreement reached between the parties, including the Ministry of the Environment, on April 12, 1989.

"The consequences to our municipalities are horrendous. They include the loss of years of time and over \$2 million of municipal and provincial funds. The existing landfill operates under emergency extensions, is environmentally unsound, and should have been closed years ago."

At this point I want to just interject into the letter to tell you that the existing site is on the bank of the Big Head River.

Hon Mr Bradley: When was that? Say it again. How old is the site?

Mrs Marland: It is pretty old, 15 or more years.

Hon Mr Bradley: Okay. It has been operating 15 years.

Mrs Marland: Back to the letter: "Last but not least, public confidence in Ministry of the Environment priorities is being seriously eroded.

"Our councils hereby request a meeting with you and those senior ministry staff responsible immediately."

Can you tell me what your response to this letter and to this concern has been?

Hon Mr Bradley: I will ask Erv McIntyre, who is very knowledgeable in this field, to deal with this. I can say in a general sense, first of all, that I am very reluctant to meet with anybody who is in the middle of an environmental assessment process. In fact, I personally avoid that unless there is absolutely no alternative. But

I think Erv would be able to provide us with some more details and an updating since the 3 November letter.

Mr McIntyre: In fact, our lawyer asked to have the right to file a motion.

Mrs Marland: To abandon the hearing.

Mr McIntyre: No, no, just the right to file a motion. That is all he asked for.

Mrs Marland: Did he say what the motion was for?

Mr McIntyre: He said he could not file the motion. He had to seek the board's permission as to whether it would consider a motion, indicating to the board that he had to seek direction, but he needed its right in order to file the motion in the first place. I have the director of our legal services branch in case I have the legalities wrong, but that is my understanding. Subsequent to his filing the motion, he sat down with the committee, of which I am the chairman, and we decided that we would not in fact pursue the motion any further, and we have not done so.

1600

Mrs Marland: Are you saying then that you and the legal services branch are the people to whom Mr Crocker refers when he says he gets his instructions from a committee or senior Ministry of the Environment staff?

Mr McIntyre: Yes. I am sitting on this committee acting on behalf of the director of the environmental assessment branch, who was the chairman of the committee. At every hearing we have, in order for our lawyer to seek instructions both on matters of policy and where we are going at the hearing—and if there are day-to-day things needed, we establish a committee usually consisting of the environmental assessment branch, the regional director from the region where the hearing is located, sometimes waste management branch, sometimes air. If it happens to be that the hearing is in Brampton, for instance, one of those directors is chosen as the chairman. In this particular case, it was the director of the environmental assessment branch. He having gone to another post within the ministry, I have assumed that role, so I acted as that chairman.

Mrs Marland: Okay. Well, would it be Mr Crocker then or you, Mr McIntyre, who indicated that the application should be refused for deficiencies in the site-selection process, even though Mr Crocker had told the joint board hearing that the site is environmentally safe?

Mr McIntyre: I believe that I have not read the transcript, so I am not sure what Mr Crocker

said. But according to what Mr Crocker told me, he merely asked the board for a right to present a motion.

Mrs Marland: Okay. I would suggest that the letter from—

Mr McIntyre: I am sorry, could I correct one more thing?

Mrs Marland: Yes.

Mr McIntyre: We are not party to the agreement that prohibits the—there was an agreement reached between the interveners at the hearing and the municipalities prior to the hearing about leave motions during the course of the hearing. We are not party to that agreement.

Mrs Marland: Okay. Can I get to the basic question here, which is, on the one hand the Ministry of the Environment solicitor, Mr Crocker, has told the joint board that the proposed site is safe. Then he announced to the joint board that the Ministry of the Environment's position has changed from not opposed to a complete opposition. Is that the kind of expectation that you would have, Minister, of your staff, that they would change their position 180 degrees during a joint board hearing?

Hon Mr Bradley: I expect that our staff will be attempting to evaluate its position based on, first of all, the preliminary discussions that it has with a proponent, and indeed with the opponents, if there are discussions with the opponents, and that it may also base that on what takes place during a hearing, evidence that might be forthcoming at a hearing that may be persuasive in one direction or another.

Quite frankly, I do not, as a practice, get intimately involved in the middle of these, because they are before the Environmental Assessment Board and I do not want to appear to be, or to be in fact, interfering with the environmental assessment process.

But certainly this does point out the many complexities of the environmental assessment process under which this particular site is being evaluated, and there are those complexities that we face all of the time in terms of looking not only at the site itself and the safety of the site but also looking at the process.

But as I say, I am not in the position to evaluate in this specific instance, because Mr McIntyre has suggested that Mr Crocker was simply looking for permission of the board should he wish to embark upon that particular course of action. My understanding is that he did not state they were necessarily going to embark upon that course of action but wanted to have that option

open and therefore asked the board for permission to do so.

Mrs Marland: Actually, as the letter states, on Wednesday 1 November, Mr Crocker did announce to the board that he was going to change the Ministry of the Environment's position.

I respect the fact that you do not want to be drawn into the hearing, and that is not the issue here. I would not expect you to be drawn into or to comment on the hearing between a joint board. I am simply asking on behalf of the town of Meaford and the township of St Vincent.

Mr Crocker has been party to the whole process leading up to this hearing. The hearing has been going for 50 days, and he and your staff have been party to the whole consultative process leading into the hearing, and all along it has been said that this site is environmentally acceptable. If it is environmentally acceptable and safe, I guess I have to ask you, is the goal of the Ministry of the Environment, through joint board hearings, to establish that proposed landfill sites are environmentally safe? If your staff have said that, is there any other concern that you would have?

Hon Mr Bradley: I think they would be all of the concerns that would be met under the auspices of the Environmental Assessment Act in terms of all the parameters of the Environmental Assessment Act, which go beyond site-specific concerns in this case. I think what has happened is, the letter as you have read it to me—and I did get a chance to look at that letter—is at variance with the interpretation of the position the ministry has taken, as has been stated by Mr McIntyre, who is the acting head of the department at this time.

I suppose that is something that has to be clarified between the Ministry of the Environment and the town, probably through the legal counsel of both. That would have to be clarified, because it appears to me that our interpretation is at variance with the interpretation of the letter. While the letter states it, I get lots of letters that state things and they may or may not be true. Most of the time people who are writing believe that to be the case. Certainly that kind of clarification is what we will be looking for in this case. Perhaps the deputy minister could comment further.

Mr Posen: Just briefly to note that while none of us were present at the hearing, it is clear that there was some discussion which caused some concerns or alarm bells to be raised by the Meaford-St Vincent council. It is clear also that

Mr Crocker came back to the ministry and asked for instructions with regard to this matter. He received instructions which removed the concerns of the Meaford-St Vincent council.

Mrs Marland: I spoke to some of the people on that council as recently as yesterday, so there is still some concern. Maybe we can sum this up very quickly then. Is it correct, Mr McIntyre or Minister, through the answers that you are giving me today, that the town of Meaford and St Vincent township could assume that there was an attempt by the Ministry of the Environment to abandon this hearing based on its changed position on the site? What assurance can I give these two municipalities that an attempt to abandon the hearing will not happen again by Mr Crocker or the MOE representative?

Mr McIntyre: I cannot give you that assurance in perpetuity. I can give you assurance that the matter that was raised by Mr Crocker about two weeks ago now has been dealt with and we are not proceeding with the motion. As the minister indicated earlier, we take our actions because sometimes there are things that come up at the hearing that we have never heard of before. I think we have to be the protector of the environment for the people of Ontario and that is the role we try to play at the hearing.

Mrs Marland: Okay. Were you telling me how much time I had left, which is about five minutes?

The Chair: That is right. Some of your colleagues in caucus have about 19 minutes left. Some of your colleagues in caucus also have a question. I have to let Mr Cleary on in five minutes, in any event.

1610

Mrs Marland: Okay. There has been a lot of concern raised, and you are well aware of it, about the water quality in the St Clair River and the concern of the area municipalities that rely on that source for their water. Are you satisfied that the Ministry of the Environment water purification plants for household consumption of water are protecting the public health in that area?

Hon Mr Bradley: We have a drinking water surveillance program which affects that area as well as other areas and which has indicated this to be the case. I will ask Jim Bishop, who is the director of the water resources branch of the ministry, to address that particular question. Certainly I have indicated a strong concern about those industries which have been involved in spills despite the fact that we have read the riot act to them in the past.

The industries along what is called Chemical Valley on our side of the border have had spills. Many of them have been attributed, as far as I see, to equipment failure, and that is just not acceptable to me. I do not know how you can have equipment failure. I understand an act of God, an earthquake, a tornado or something like that. I do not understand how equipment failure can be an excuse for this, particularly in light of the fact that we have taken a lot of strong action already in that area. But Jim Bishop will address the specific question that you had.

Mr Bishop: As I understand it, the question relates to the efficiency or effectiveness of the drinking water treatment in the plants on our side of the St Clair River, downstream from Chemical Valley.

Mrs Marland: Is the water safe for human consumption? Is the public health at risk for any of the municipalities that depend on that source of water?

Mr Bishop: The drinking water surveillance program was put into place prior to 1985. It was greatly accelerated after the late summer of 1985 because of the blob from Dow Chemical.

At that point, we started monitoring all of those municipalities downstream right down to Windsor, some of them on a daily basis and all of them at least on a weekly basis. We did that out of the same kind of concerns you are expressing, that they may be liable to a little more input at the water intake point. One of the things that this program does is tell you which of about 180 different chemicals—and that includes all of the chemicals of concern in the St Clair River—are in the raw water and in the treated water and in the water that is distributed to the consumers' taps.

This data is put out annually in a series of annual reports. There is a specific report for each location. So in the case of the places of concern downstream—you would be talking about places like Wallaceburg, Windsor and so on—they all have their own reports. As well, there is an aggregate report put out every year. What it shows is that for those 180 parameters there simply are no occurrences where we find any of these chemicals at levels that exceed any health guidelines, whether they are our own or the Department of National Health and Welfare's, the World Health Organization's or the United States Environmental Protection Agency's.

We have health-related limits for about 150 of the 180 compounds we look for. We are developing them for the rest, and for the rest we have some kind of a guideline that we can use. It may not be specific to drinking water, but we can

extrapolate from it. We have not only not found anything that exceeds these limits, but in almost no case do you even find positive detections of these compounds. Where we do find positive detections we immediately do two things. One of them is try and determine the source. In order to do that you have to go back and recheck your sampling and analytical process and then you have to look upstream to see who possibly could be losing that.

Mrs Marland: So you are saying the water in that area is safe.

Mr Bishop: I would say that it is as safe as any water that has been analysed anywhere in the world.

Hon Mr Bradley: That does not remove my concern about the spills and the number of spills. As I have said in the House, I do not care how small the spill is. I know now that since the spills bill was proclaimed they really have to report those spills. That was one of the great advantages of the spills bill. We went through a great fight over this and had a great lobby against the proclamation of the spills bill, but one of the things it has done is force them to report every spill that there possibly could be. It seems to me it is not satisfactory for any spills to be taking place in that area.

I know I have been criticized in the past by the Lambton Industrial Society, which represents many of these industries, when I have publicly stated my annoyance with the number of spills or the activity in that area and they have been very helpful, many of the industries, in developing the municipal-industrial strategy for abatement. They have been quite helpful there and I have given the compliments where they are deserved. But in the field of spills, when I have spoken to the companies themselves, or at the Lambton Industrial Society dinner or luncheon, I have said the same thing, that it is unacceptable to see this happening. Our enforcement branch is in there and our investigations and enforcement branch, whenever it finds evidence, proceeds with a prosecution.

Of course, there is the annoyance that is expressed by the public, justifiably so when there are these spills, and that is an embarrassment to the company. But we now have our people from the Samia office going in and specifically—I am going to put it in these terms—reading the riot act to the companies in that area, the main offenders in terms of spills, because I do not consider any spills to be acceptable.

When I spoke in Detroit, I was critical of the Americans in the Niagara River, I was critical of

the Detroit incinerator and I was equally critical of industries on our side of the river that had contributed to a problem in that area even though—and Mr Bishop, I think, did not allude to this, or he may have and I missed it—whenever there is a spill of any significance, we shut the water intakes. Now some people will say, “You know, that is just going to cause everybody to be afraid if you shut them down every time there is a pail full of something spilled in the river.” We think we have to err on the side of safety, which is why we shut down—we notify them ahead of time—the water intakes until our modelling indicates that any material that was spilled would have gone passed those water intakes.

Mr Cleary: We have a historic building in our part of eastern Ontario which has been operated by a family for generations as a grocery store. Times changed. Now the family members are hoping to start a tourist attraction in the way of a family restaurant. Due to the size of the lot, they are having difficulty in getting a sewage system approval. They were hoping to install a 10,000-gallon holding tank and they have a resolution from the municipal council to accept the contents of this tank through their sewage treatment plant. Why can they not get approval for this tank?

Hon Mr Bradley: Probably the best person to answer that would be Erv McIntyre. If he requires assistance, he can go to David Guscott who used to be the director in the southeastern region as well. So perhaps we could have the two of them sitting at the table and, Erv, I will ask you to reply first.

Mr McIntyre: If I may talk a little bit about the policies that have been created for the use of holding tanks, the difficulty with holding tanks is they become, over a long term, a very expensive form of operation for anyone. It is not cheap to haul sewage. In fact, it is very expensive to haul sewage. As a result of this, we have had numerous experiences where very expensive sewage works have to be built. That is one possibility. The second is we know the sewage gets discharged and then we get involved in a prosecution process.

As a result of these kind of things, there have been policies created that suggest that holding tanks should not be permitted as a reason for expanding the use of a piece of property. That is the policy I think you are alluding to, Mr Cleary. We feel that all that is going to happen is it is going to become an exceeding drain on that person's ability to continue to function on that piece of property. We are talking about something that will be very, very expensive to

continue on for a long term rather than, if you like, encouraging the people by saying, "Yes, we can find a solution for you," and providing a holding tank which is not all that expensive to install. In fact, it is probably less than a septic tank would be if you had the proper-sized lot. But the operation of it is just astronomical, the whole sewage problem you will have. When you talk about 30 gallons or so per capita per day and how much it costs to remove that to a sewage treatment plant, it is a very expensive operation.

1620

Hon Mr Bradley: Mr Cleary, as you prepare to continue, very often, as a minister—and I know that you people certainly let me know about these things in caucus meetings. Probably the public does not realize that. I do not get the questions in the House; I get them in the caucus meetings—

Mr Villeneuve: As well, you give better answers.

Hon Mr Bradley: —as Mr Villeneuve will remember he used to have to do back in his day in government.

One of the problems we encounter is exactly that. That is, we would like to give an answer people would like to hear, but very often if we do that we are not doing them a favour in the long run. We get proposals, for instance, for developments of all kinds and we have to take into consideration the hydrogeology in there, the texture of the land and the kind of land we are dealing with in various parts of Ontario. Different members will tell me, "Your ministry does not know what it is talking about when it says this or it says that." In fact, what our ministry is trying to do is protect the long-term interests in that specific area. So we do not have a short-term nod of approval only to find out we have got a major problem 10 years down the line. I will let you continue to pursue this, because you do not always agree with me on these things.

Mr Cleary: I do understand about hauling sewage, because right next door there is a municipal swimming pool, the contents of which have to be trucked and put through the treatment plant too. I guess my concern about this is it is a historic area. There is a hospital that was used there in the First World War to care for the soldiers and we have a Premier of Ontario buried right there. I know these people would like to have a bigger lot to put in the proper system, but it is just not there. It has come to a head right at the moment.

Mr McIntyre: I do not know specifically about this particular application, because it

would be the Stormont, Dundas and Glengarry health unit that would be the one issuing it under our policies.

Mr Cleary: That is right.

Mr McIntyre: I am not familiar with that specific situation. We just felt that you use a holding tank where nothing else will work on the piece of property, but you should not be changing the land uses or the density or anything else on it that requires you to start using a holding tank, because that is a bottomless pit you sink yourself into. That is really why we have established the policy.

Mr Cleary: At the present time it is a grocery store with apartments above and it was changed into a family restaurant.

Mr McIntyre: And the restaurant would create a much greater demand and a much heavier use of waste systems.

Mr Cleary: Okay. I have another question then. What would be the typical home owner's service charge in the province of Ontario for sewer and water service charges per annum?

Hon Mr Bradley: I guess it is hard to give a typical one, but this is always a contentious item. It depends on what the circumstances are. Both Erv McIntyre and André Castel, who deal with this matter, may be able to be of some assistance. I will let whoever wishes take the lead.

Mr McIntyre: As the minister has expressed, that is a very difficult question to answer. At the low end of the scale are those municipalities that have had a system for 20 or 25 years, where they have had a system of creating reserve accounts so that they were paying for the replacements out of the reserve account, where they have had lot levies, where they are paying for all the new development out of lot levies and where they have had a good repair and maintenance program on the distribution and collection system, pumps and sewage treatment plant and those kinds of things. In those kinds of cases you are probably looking at something in the order of \$120 to \$150 per service per year.

Then you go to the other end of the scale and you are looking at somebody who built something within the last year or last year and a half. I am sorry, the other factor that gets into that is the size of the community. You obviously end up into economies of scale in terms of what an operator can do and what he cannot do, and what safety requirements there are for where one person cannot operate.

Oh, I am sorry. The other factor that gets into that is the size of the community. You obviously

end up getting into economies of scale in terms of what an operator can and cannot do and what safety requirements there are for, "Where one person can't operate, two people must operate, regardless of the size of the facility." If it is big enough, you are into the economy of scale with the thing. So in the order of 7,000 to 10,000 people you start achieving some economy of scale.

That is the thing that keeps the cost of services at the low end, but things that are at the high end are those that have been built in the last three or four years where the number of services is small, where the municipality has speculated on the amount of growth that it wishes to build into the system. In those cases you can be as high as over \$500 strictly for water, and that is paying off the residual portion. In most of these, the capital for the small ones, we are talking about the province subsidizing it at 85 per cent, so the residual is only 15 per cent of the capital plus operating costs. So that is the kind of range, \$120 to slightly over \$500 for one service.

Hon Mr Bradley: We also—correct me if I am wrong on this—encourage municipalities, in dealing with water and sewer problems as well, to start to build up some funds, either to pay their part of the capital costs or to have a reserve fund for when a pump breaks down or something like that. Have we not tried to encourage municipalities to do that?

Mr McIntyre: Yes. It is very difficult to tell a municipality that when you have a pump or a motor fail on you with nothing other than steel or metal going, you may be facing replacement costs of \$15,000. If you have not set aside a little bit every year to pay for this, for a little municipality that is a very big expenditure. That gets bumped right into the middle of your system. There is nothing you can do. If you want to keep your system operating, you have to pay for it and do it. So we encourage them to create a reserve account so that the amounts that go into reserve are low enough that it is not a killing expenditure when it occurs.

Mr Cleary: I have another question here. A local developer from my riding—it is Glen Oaks subdivision to be exact, in the city of Cornwall in the county of Stormont—has had problems developing the property next to it. It is a plan of subdivision, because of a company by the name of Servaas Rubber that has now ceased to operate in that area. The ministry is now prepared to recommend in favour of a draft approval on the development, with the condition that adequate

warning of potential industrial impact in the area be given to prospective lot buyers.

According to the developer, there seems to be a bottleneck. He had called and was wondering what he should do. He has a file number for the Ontario Municipal Board and also for the Ministry of Municipal Affairs. It is just a concern that he had.

Hon Mr Bradley: I will ask David Guscott, in his capacity as former director of the south-eastern region, to comment on this.

Mr Guscott: As you are probably aware, we have had considerable trouble over the years with Servaas Rubber and the obnoxious odour emissions that come from that particular plant. We have now got them on a program to improve that through an order and we expect that things will begin to improve there. The caution that staff had recommended relates to the fact that we do not know for sure that the remedial measures are going to work properly. By the way, if they do not we will continue to get back to the company to ensure that they will. But we do not know exactly when that situation is going to rectify itself. We are concerned to make sure that people do not buy homes in that subdivision and then find out that there is a problem that did not exist the day they went to look at the homes.

With respect to the bottleneck that Mr Cleary is talking about, I will discuss that with staff in southeast region and see if we can resolve that and get to Mr Cleary directly.

1630

Mr Cleary: Maybe I did not make myself clear, but that plant has ceased to operate; it is closed down permanently.

Hon Mr Bradley: Yes, and I think there is a historical perspective. We have the former director here who would not be up to date on that. But that was our plan, because I recall the specific problem you brought to my attention on a number of occasions, and that I had spoken to staff down in that area and had relayed your concerns to them, as you did directly, and the perspective that Mr Guscott has given is that historical one, that problem has been "solved" by that experience you have. But we will certainly get back to you on this. We will make a note of it and get back to you on the bottleneck that the person who wishes to develop something is encountering.

You know, we try to deal with things as they come across the desk, in fairness to people, and you would literally have to hire an army of public

servants to process things as quickly as everybody would like.

One of the problems we encounter now, I guess, is in one way you like a booming economy and we have, in a general sense in Ontario, a booming economy, although we have some regional problems that result. But in that kind of economy the demands on ministries such as the Ministry of the Environment, regulatory ministries, are very great. For instance, the number of pieces of paper that we have to deal with has increased dramatically because of the upturn in the provincial economy that has been in place over the last few years, and across a lot of Canada, but, particularly, in the southern part of Ontario and some parts of northern Ontario.

As a result, our people are working to capacity to try to approve these things, and we are not in a position to move things on the pile, because that becomes unfair to one or another. There have to be extreme extenuating circumstances to do that. My policy has been that where it comes in is where it goes out, and that makes a lot of people unhappy but that is probably the way it has to be.

We will look into this specific instance, because I know it does cause concern for municipalities, particularly when they cannot get their developments—what they would think would be beneficial economically to their communities—proceeded with as quickly as possible.

Mr Cleary: Thank you, Mr Chairman. I think my time is up. Is that correct?

Miss Roberts: You have got time.

The Chair: You mentioned you wanted to leave at 1630.

Mr Cleary: I did.

Mr Neumann: Minister, in your absence a week ago, we had an excellent discussion on sustainable development.

Mr Villeneuve: There is a message there.

Hon Mr Bradley: Does that mean if I am absent you have a good discussion?

Mr Posen: In spite of your absence.

Mr Neumann: I did not know whether or not you had a chance—

Hon Mr Bradley: The deputy used a better word; he said “in spite of” my absence.

Mr Neumann: In spite of your absence, we had a good discussion with the people from the round table here and I just wanted you to know that. I do not know if you had a chance to look at Hansard or not.

I would like to start off by making reference to that concept of sustainable development. As you

know, I presented a private member’s resolution on the topic, and in leading up to the question I am going to ask, I wanted to make reference to it because I know that you have had a keen interest in this area, and that environmental groups, Canadian groups, across Ontario were encouraged by the fact that despite the major cabinet shuffle this summer, you remained in the portfolio as Minister of the Environment. That gave comfort to a lot of people.

I wondered if you could comment on the importance that you see as Minister of the Environment in terms of educating other ministries to the concept of sustainable development and in making decisions that anticipate the long run, and think of future generations so that we do not shortchange the future in moving forward today.

Hon Mr Bradley: In dealing with the first part of your reference before the second, I can assure you that there were a number of people in the province of Ontario who were not happy with my reappointment to the Ministry of the Environment. In fact, I heard some speculation from certain people who had been involved in polluting over the years who were predicting that I would not be the Minister of the Environment after that shuffle. I am certain that they were very unhappy about it. But, you know, there will be some people happy and some people not. I guess we cannot control that.

In regard to your other question, it is a mammoth job, I will tell you. I underline the word “sustainable”, some people say sustainable “development”, and they underline the word development. But I use the word “sustainable” and underline the word. If they even did that in Hansard I would appreciate it, but they do not do that. We underline the word “sustainable” and I think it is important that we look at everything in that way.

To me, the environment minister in any jurisdiction, or the commissioner of environmental conservation if you are in the United States, has the job of protecting the long-term economic interests of any area. A lot of the short-term economic interests are met by pushing the Ministry of the Environment aside—or environmental considerations, let us put it that way—aside, and those decisions are often not good for the long term. That is where I think the sustainable development movement can be helpful, if people really see it in the light of ensuring that everything is sustainable.

It is important for other ministries to look at it. I mentioned in answer to some of the early

questions; what I am pleased with is you cannot really look at a government, any government at any level, and say, "Well, here is the Ministry of the Environment budget," despite the fact that ours jumped again by 19.4 per cent last year, you cannot really look at that and say, "Well, that is where the real difference is; that is important." But the real difference is going to be when you see other ministries' budgets increasing to meet the environmental requirements.

You see, the Ministry of Transportation and the Ministry of Government Services, etc., are hiring all kinds of people to deal with environmental regulations and environmental considerations, and that is encouraging to see. They have far more people now who have that job. Whether their titles have changed or not, they have the job of dealing with those environmental considerations.

I think it is important, though, and I thought that a person, Tony Hodge, who was at a press conference that I was at down at Harbourfront, along with one going on in Chicago—it was over the Great Lakes—made the comment, "You know, it is nice to have the Minister of the Environment here," and we did not have anybody from Environment Canada at the time. We had Perrin Beatty come on a screen and he gave us the presentation on behalf of the federal government. "But", he said, "what is really important, because the Ministers of the Environment are usually committed to these things, is having other ministers who are, in fact, committed to it."

I think what is going to be important for all jurisdictions, in fact, is watching other ministries become environmentalists, because most other ministries have an interest in moving forward economically and developing. Our ministry wants to see that happen, but we want to see it within the context of environmentalism, and that is where it is going to be exceedingly important for us.

I am encouraged by the potential for the round table. I am encouraged because we have some good people on there. I would like to see it really be productive in terms of educating. You mentioned educating the public at large, but educating the key decision-makers, whether it is in private industry, the labour union movement, or government; making certain that those people take those into consideration.

I have sometimes encountered people who are fighting with one another; that is, the labour union movement and the companies who fight over lots of things: occupational health and

safety, particularly important to them and it should be, wages and salaries and benefits, etc.

When it comes to the environment there have been occasions where, you know, they walk hand in hand to the Minister of the Environment and say, "Please do not put a control order on this company." That is where we have to say to everybody in this world of ours and in our province, and in particular, here, "We all have a stake in this," and regardless of whether—you know, they are always going to say their jobs are at stake. But we have to ensure that the long-term economic interests of the province are served, and they are only served if they have that viewpoint on environmentalism.

That is why I think it is an important educating factor. Not just the kids in school; we have got a lot of decision-makers who are going to be there for years and they have got to have this environmental streak in them. The future does not look good for us if they do not have it.

Mr Neumann: I wanted to set that as the context for my next question, because I know that at the federal level we have had a round table as well and there was quite a bit of fanfare a few months ago when the Prime Minister said that the federal Minister of the Environment would be playing a lead role in cabinet and vetting all of the decisions at the federal level to ensure that the concept of sustainable development is looked at.

In that context at the federal level, which looked like good, positive leadership, we had the decision on the cutbacks to Via Rail. I noticed in the news media that you made a comment on the Via Rail cutbacks and the impact on the environment, because federally we were being told that it would have a minimal impact on the environment. I wondered if you could elaborate for the committee why you made the comments you did. I ask this in the context of survey results I released today that I did on the train which show that, among other things, the majority of the people who were asked, "What will you do when this train is cancelled?" said they would revert to the automobile. They said it reluctantly, but they would revert to the automobile, to try and find a way into the metropolitan area. Why did you issue the statement you did on the Via Rail cuts and do you think that the federal study that was done has validity when they say that this is sustainable?

1640

Hon Mr Bradley: First of all, I am concerned when I see that it is the Ministry of Transportation that puts out this environmental study because they announced they want to cut back on

Via Rail, therefore they have a vested interest in a study that is going to say, "Yes, you should cut back on Via Rail, and it is not going to have much of an impact environmentally." Or they may even come forward with a report that says: "It is good for you. It is going to be good for the environment."

I would think it would have been better to have the environment ministry, Environment Canada, do that because they would be more objective. They are the ones in the business of assessing the environment. I saw Mayor McCallion of Mississauga leading a delegation to Ottawa on this issue, and I commend the initiative of the mayors of the various municipalities who have been involved in this particular issue because I think it is exceedingly important to our environment. I think that we could make a case that if we only restored the cuts that are going to be made—in other words, if we kept it as it is now—I think what we would have to do is really make train travel even more viable. You would see more people coming off the roads. Obviously, all those vehicles going into Metropolitan Toronto, for instance, or any large community are contributing some to the pollution.

Even though we are reducing the amount of pollution in cars rather drastically, and will be under the Environment ministers' agreement in Prince Edward Island to put in the proposed California standards for emissions, and some of the things we are doing to gasoline in terms of the Reid vapour pressure and lowering the allowable Reid vapour pressure, all of that will be helpful but I think it would be beneficial if we could see them as they do in Europe—and I understand Canada is not Europe and we have got different situations— and encourage train travel by making it an efficient service.

A lot of the people come in from eastern Ontario. I remember the former member for Stormont, Dundas and Glengarry, Osie Ville-neuve, used to come in by train all the time and found it a pretty good service. The member for Kingston and The Islands (Mr Keyes) quite often comes in by train. If that service was a good service, I think far more people would take it. It would benefit the environment because people would use their vehicles less, and we would not have them chugging into town at 15 miles an hour or less with all the smoke that builds up when you have got everybody almost idling as they come into town. So I think, environmentally, it is very difficult to make a case against expanded train travel in our province or in our country, and that

is why I question the federal facts and figures, the federal report.

I think Environment Canada could have done—they have got some good scientists there, some good people working there, as we have in the Ministry of Environment of Ontario—an objective and good assessment of it, and I think they would have come to the same conclusion that I did, and a number of people in the environmental field have, and that is that an expanded and better train service cannot help but benefit the environment, air quality in particular. It reduces the necessity for building roads, which means more pavement, which is not always good for the environment as well; when you have more pavement and water running off it more quickly, and the ensuing storm water problems which can arise from that.

Mr Neumann: Is it not a classic case of decision-makers, where they look at a decision in a very narrow context, such as was done with Via Rail. You look at the deficit of the Via Rail, and you do not look at the external factors. That is what a lot of industries do. They do not look at the external factors, the external effect of what they are doing on the environment or on the society as a whole. In this case, what happens is that a lot of times people are not taking into consideration the concept of sustainable development.

They look at their area of jurisdiction and decision-making and if the burden of the decision falls to some other person, corporation or jurisdiction, they do not think about it. I think that is what had happened federally. They have made the Via Rail decision. The fallout is going to come with the car driver, with the provincial level of government, with the communities affected and the environment as a whole.

How do we get decision-makers like that to look at the overall impact and not just the bottom line financially? If you looked at the bottom line overall there would be a plus for enhancing train service.

Hon Mr Bradley: I think that is the potential for round tables to have that. Ministers of the environment must continue to persuade their colleagues of that, and the public is certainly persuading all of us of that. The public, in recent years certainly, have been ahead of all governments in their concern about the environment and their desire to see things happen.

But you certainly identify a real problem, and that is an industry or government or whatever it is externalizing its costs. If you can dump something into the river, then that is not a cost for you.

If you can send it up in the air, it is not a cost. If you can fob it off on somebody else—as I say, car drivers in this case and the provincial government has to build highways, and so on—then that is all you think of: the narrow context.

I agree entirely with your resolution and with your contention today that all governments, ours and everybody else's, and corporations and individual groups and organizations have to look at what the total impact is on the environment of what we are doing. If they do, I agree with you and I think most people would agree with this, in the long term it is going to benefit us economically to do so. If we continue, the example I use is of acid rain, to allow people to belch out acid rain, it destroys the lakes and the forests and so on, so the forestry industry loses. The people who are involved in tapping the trees for maple syrup and maple sugar lose. Certainly our very considerable recreation and tourism industry loses when our lakes are affected by this.

So when I hear our American friends say, "This is all a conspiracy to sell power to the US," I tell them, "That is as silly as me saying you have a conspiracy that you are going to belch all this pollution to us so you will ruin our tourism industry and no Americans will come north. That is a silly argument to make, as silly as your argument."

I wish I had the total answer to this. I think the round tables are part of it. I think the sustainable development movement is part of it. I think the news media is certainly playing a very significant role in this regard now by covering these kinds of issues very extensively. That is the message that people in my ministry put out there. Let's look at the long-term economic interests. Let's look at the broad picture and not just make this decision based on these facts and figures, the old bottom line. Even industries have abandoned the word "bottom line." I think they have gone to some other jargon now, but they used to talk about the bottom line. They are afraid to use it now because they understand that bottom line usually means a line that has blotted out the environmental considerations.

So I think your thrust is correct. I will continue to speak in that direction and I hope other ministers who have economic considerations foremost in their minds will also start making those speeches. Some of them may already have.

Mr Neumann: I would just like to ask one more question on the same subject but looking at it from the other perspective.

We have been talking about developments now that impact on the future. When you visited

Brantford earlier this year, I think you saw Mohawk Lake, in Mohawk Park. That is a lake which is severely polluted. It is a potential for a tremendous resource within a city to have a lake like that and yet past decision-makers in the 19th century, industrialists and local decision-makers, made decisions that led to the pollution of the lake. Does your ministry have any programs that could assist our community in rectifying the past decisions that did not consider sustainable development, cleaning up that lake and make it sound and usable for today's generation?

Hon Mr Bradley: What we can do is provide to you a list of the programs that might be of some assistance. I can tell you that it is much more costly, and you know this is the point of your resolution, to deal in remedial action than it is in preventive action. We are all people who are interested in penny-pinching and we have to do that because it is taxpayers' dollars very often, but people interested in penny-pinching on those kinds of things do not realize that down the line, the costs are phenomenal. One of the best examples of that is the PCBs at Smithville, if you want to see what remedial costs potentially are. Some things happened years ago that probably should not have happened, and we can look back in a lot of these instances and say that, but we will provide you with a list of programs that are available. I do not want to hold out a lot of hope, because if we had to do that continuously, we would bankrupt the province in trying to rectify past mistakes. But we do the best job we can.

1650

I have seen the lake you have talked about and it has, indeed, a lot of potential. It is a lesson for us in what not to do, again, and that is where I think everybody plays a good role. That is why we encourage citizens' groups to question us. This is why I think the opposition and our own members play a significant role. Sometimes I do not like it when I am the minister and one of my members gets up in caucus and criticizes me for something we have not done as a ministry, or the opposition members get up and they rail on against us for some things, but that is an essential part of the democratic process. If we did not have that, we would have more problems out there. That is why I think it is important, even though, as I say, no one likes criticism. But criticism is beneficial, especially when there are some good, practical, alternative suggestions put forward. The estimates process is good.

I make notes of this; our ministry officials are all making notes. You people bring up things that

either we knew about and they were not on the top of the priority list, or we did not know about. I think that is the great benefit of it. I think we, as committee members, go out here as ambassadors.

But let me say in a final answer to you, one of the problems I encounter as Minister of the Environment is the word "but." I have been making some speeches about this now, because I made a speech to a certain group with the word "but" in it. Everywhere I go I get, "Well, we really think that what you're trying to do," depending on whether they like me or not, or something. They will say: "We really like what you're trying to do and we believe in the new environmental ethic, but in so-and-so town, we want to burn the Christmas trees again this year because every year we've burned them and it's a great party. We have hot dogs and everything." I have to say, "Well, it may have been in the past, but that is the word 'but'".

My own municipality wrote a letter to me, a staff member, severely chastising me for some new rules on signage for spraying their city parks and everything and saying, "Do you realize it is going to cost"—no, it started out by saying: "Gee, we think you're doing a great job in this and we agree with environmental protection, but do you realize this costs us \$60,000 more, and it wasn't in my budget this year. Why are you doing this anyway?" It is, "We appreciate what you're doing, but," and that is where your resolution is important, to make everybody think of the wide consequences of everything we do in the environment. If I could wipe out the word "but," I would solve a lot of problems, but I am not going to wipe it out this week.

Mr Neumann: Mr Chairman, I am done with my questions. I think Mr Haggerty might want to use the rest of the Liberal time.

The Vice-Chair: We have 26 minutes with your party, Mr Charlton, and we have about 12 minutes left with the Liberal party. Do you want to finish your time?

Mr Haggerty: I guess so.

The Vice-Chair: Fine. Mr Haggerty, you have the floor, but for only 12 minutes.

Mr Haggerty: I was just following up on my colleague Mr Neumann's comments and I am looking at the Great Lakes, particularly Lake Erie. I have been on the gas drilling rigs out there and listened to the divers who come up from down at the bottom, and they tell you there is about eight feet of silt out there. Is your ministry,

along with the Ministry of Agriculture and Food, taking any initiatives in this area of soil erosion?

Hon Mr Bradley: That is an area that probably the Minister of Agriculture and Food (Mr Ramsay) is in a good position to answer. I am looking at the back to see who is voluntarily coming forward and it looks like Jim Bishop is going to help us out with this. I think you are right in assuming that is a real problem. Everybody looks at Ontario and says, "We have a lot of farm land in this province. Isn't that good." It is viable farm land, but we are starting to see a lot of it get washed away.

Mr Haggerty: This is right. In some places there is very little topsoil that remains. Unless some action is taken by someone, we are going to see, perhaps, some of the farm lands disappear that way, and I do not know what is going to come next. I am looking at the methodologies used on the farm now. We are looking more to hydrocarbons in the area of fertilizers, and that is not the best of things out there on the farm lands either. My question is, have you come up with any studies or initiatives that may advise people in the agricultural sector that maybe they should be changing their methods in farming; this cash cropping, without giving the soil, what is it, one in seven years' rest or something like that?

Hon Mr Bradley: In conjunction with the Ministry of Agriculture and Food, we are doing that. Jim Bishop, the director of the water resources branch of the Ministry of the Environment, is going to describe some of those efforts right now.

Mr Bishop: There are, specifically, about four different initiatives that are under way, and the minister is quite correct, most of them are under the aegis of the Ontario Ministry of Agriculture and Food. Probably the main one that they have going is one called Foodlands 2005. It is a program by which they hope to reduce the use of specific pesticides by as much as 50 per cent over the next 15- or 16-year period. This is a long-term initiative, and it involves, mainly, an education process with farmers.

A very similar program has the unfortunate acronym of OSCEPAP, which stands for Ontario soil conservation and environmental protection assistance program. This was a very expensive proposition that involved grants to farmers that were in the form of demonstration projects to show how to properly store various animal manures and to build retaining equipment, like simple fences, along the sides of banks, mainly in southwestern Ontario. This prevented immediate soil erosion at the bank.

Another major part of OSCEPAP though that is in OSCEPAP II, which is one that we are currently working on with OMAF to get some additional funding for, would call for a major re-education program that would have to do with conservation tillage and other basic agricultural practices to be changed. Besides tillage, it would involve such things as irrigation and sources for irrigation of water, application of pesticides and application of fertilizers.

There are two other programs. One of them is SWEEP, which is the soil and water environmental enhancement program. This is a joint federal-provincial undertaking. It is being carried out in a number of provinces and it is very active in Ontario. Finally, the fourth program we have is called CURB, and that stands for cutting urban rural—

Mr Haggerty: You threw everything at me. Now you are throwing a curve.

Mr Bishop: No, a curb. I do not quite have the “B” worked out yet, but this is a similar program whose objective is to be able to measure and identify where the problems are with nonpoint sources. That is a very long-term undertaking to establish what activities need to be undertaken to put in an improvement and then, furthermore, to establish a monitoring program to show that what you did worked. I do not want to go on and on about it.

These kind of undertakings, where you do not have a simple thing like a spill or an ongoing source of pollution, where you have a very diffuse, nonpoint source—it is very difficult to monitor the effect of these in terms of things like, let’s say, the silt layer in Lake Erie or the phosphorus levels in lakes Erie, Ontario and Huron. All I can do is assure you we have programs under way between ourselves, the Ministry of Natural Resources and the Ministry of Agriculture and Food. We do monitor things like the phosphorus level, the amount of silt that is being deposited. We have programs that try to determine the loadings for about 27 of the major rivers in southern Ontario at 880 different locations, where we look for inputs of not just phosphorus and solids but also a whole range of pesticides. Through these efforts we hope to determine where the main sources of these materials into the Great Lakes are. Once you know where they are, you can apply things like OSCEPAP, like these demonstration projects, to the most environmentally sensitive areas. That is what we have been doing for the last few years.

Mr Haggerty: If you get any reports on it, I would like to receive them.

The other point deals with the Environmental Assessment Act. I just received a press release from Ontario Hydro now that in the Sir Adam Beck generating plant it is putting in new turbines, and it comes under the Environmental Assessment Act. I was lost at that. Then we would come back and another government agency that is sitting up on top of the falls there, the Niagara Parks Commission, we see its proposal for expansion. I am speaking on behalf of my other colleague who represents the city of Niagara Falls too, because he has brought it to my attention, about the removing of the rock from the gorge to put in some type of a souvenir shop. It is going to deface the falls to a certain degree, and yet we find that the Environmental Assessment Act does not apply there. But if you want to change turbines in the Sir Adam Beck hydro generating station, that is putting a different style on, and you have to come in under the Environmental Assessment Act.

1700

Hon Mr Bradley: Sometimes, it is interesting where you can see the benefits of the Environmental Assessment Act. For instance, Mr Kerrio served well in the position of Minister of Energy and Minister of Natural Resources. At that time, I am sure that his ministries would not have approached the Environmental Assessment Act with as much enthusiasm as he sees in this particular instance.

I must say that I was quite sympathetic to what he had to say. He draws an interesting situation. A government arm’s length agency—I do not know what you call Ontario Hydro; it is an agency or a crown corporation, at least—has to go through the Environmental Assessment Act to provide something a lot of people would consider to be essential and that is in the turbines that it provides. It takes a long time and it is an expensive process, but it is essential, we believe. Then groups such as the Niagara Parks Commission and other parks commissions, I suppose, undertake some pretty substantial development because of the revenues they are able to get in themselves, and are not subject to the Environmental Assessment Act. So I have asked Mr Kerrio to specifically address the letter to me on this and I would provide it to the environmental assessment branch and the legal branch to look at the possibility of placing those kinds of agencies under the Environmental Assessment Act.

You can appreciate that there are a lot of people who hate the Environmental Assessment Act, I think for the wrong reasons. There are many who would like to see it scaled back

considerably. yet I think Mr Kerrio has drawn a good example of where it would be beneficial to have those assessed. So I do want to assure Mr Kerrio through you, and he has been kind enough to draw it to my attention as well. I know you have a concern because you have a territory down that way and have had an interest for many years in the Niagara Parks Commission and in ensuring that there is a proper environmental accounting of what is going on there.

There can be major changes made. You drive by a year later, if you get down there that often, and say, "How did that ever happen?" It is often because the only approvals required are planning approvals or because certain agencies can be quite independent. I will not state it in stronger terms other than to say that they can be quite independent in their actions.

I am giving consideration, through my environmental assessment branch, through my legal branch and through the reports that they will bring to me, to the possibility of including the Niagara Parks Commission and other commissions under the Environmental Assessment Act.

Mr Haggerty: I get other information across my desk here at Queen's Park too, where the Premier (Mr Peterson) has appointed some members to look into the centennial year of this building, 1893-1993. You look at one of the great premiers of Ontario, Sir Oliver Mowat. In his establishing the Niagara parks system, I think if you look at it, he was one of the greatest conservationists in Ontario. He really showed his wisdom and knowledge at that time, but I do not think he would be too happy today if he was around to see what is going on down along the Niagara parks. It was there for a park more so than anything else, the site being seen. I do not know just which way we are heading for, but I draw that to your attention and that I share Mr Kerrio's concerns in this area.

Hon Mr Bradley: I think it is a valid concern that everybody should have. Again, you know, 10 or 15 years ago people did not take that into consideration that much. They kind of accepted that this was the way it was and did not look for the environmental implications of anything. I think today they are looking for those and that is why Mr Kerrio's genuine concern about this and his comparison is an interesting one. I know what he is talking about when he talks about the Ontario Hydro project there being subjected to the environmental assessment process and saying that, you know, some other changes which are pretty substantial should also have that kind of scrutiny.

That is why we always think it is useful to look at this. That is, maybe, one of the things that comes out of the environmental assessment program improvement project, which in fact is looking at all aspects under the Environmental Assessment Act. They in fact may recommend that we bring more agencies, boards and commissions which can make some pretty important decisions under the Environmental Assessment Act.

Now, what that does, quite frankly—we decided in Ontario when we brought in the Environmental Assessment Act as a province in 1975 that we would try to be all-inclusive, at least in the public sector, and therefore you will see a number of exemptions. I mean, when you are in opposition, all you do is list all the exemptions and say, "Well, it's the environmental exemption act."

I think that is preferable, to have everything in and to have to justify taking something out from under the act, to not including it. I think that is why it is important with exemptions. When you grant an exemption, you list all the conditions. Some of those, some people would contend, are worse than going through the process.

Mr Haggerty: No, I think—

The Chair: Mr Haggerty, I must inform you that the time allotted to the Liberal Party has been all used up.

Mr Charlton: I probably will not require all of the time I have left, but—

Hon Mr Bradley: Maybe I will help you fill it.

Mr Charlton: I was just going to say that the minister may, in fact, help me fill it.

Mr McCague: Yes, he will use most of it.

The Chair: Go ahead.

Mr Charlton: I want to raise with the minister an issue that I have raised with him in the House in question period. Question period is not always the most useful place to try and deal with what can be complicated issues with a lot of aspects to them that you cannot, unfortunately, and are not allowed by the Speaker, to make part of your question.

Hon Mr Bradley: I know what it is like. The Speaker constantly cuts me off when I am trying to provide that kind of elaboration that is required.

Mr McCague: Thank God.

Mr Charlton: I have raised with you the question of the well water situation in Mill Grove, and I am just going to quickly run through

some background. Essentially, there have been two settlement capability studies done in the Mill Grove settlement area, one in 1976 and a second one, or an update, in 1986.

The original capability study indicated that it was the view of the consultants that, basically, the ground water aquifers and their ability to recharge were roughly at capacity at that stage. So they recommended essentially that there really was no significant potential for expansion in that community. If I can just quote quickly, "The extent of existing community-limited ground water potential and existing water quality problems limit the growth potential." In their table in that report that dealt with a number of communities, they are basically suggesting that Mill Grove's population was at 600 and that its potential was 600. The 1986 study suggested that perhaps there was a potential for up to 40 additional developments; in the case of Mill Grove, meaning housing units.

The situation we are in now is that essentially both have happened; that is, in approximate numbers, we have exceeded the 1976 study which said probably no more, but given the updated potential of possibly 40 additional units, those are probably all there now. The concern in the community is essentially whether that ground water table is at capacity, over capacity, or whether there are any problems with the well water.

They went, basically, to the regional municipality with the problem. There was a request from the regional municipality which came to your ministry which essentially requested water quality testing in Mill Grove, "That the Minister of the Environment be requested to order a thorough testing to be commenced within 60 days of all wells in the Mill Grove area for chemical and bacterial contamination in the water," etc.

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I was called by a couple of the local residents and by one of the regional councillors because they had an indication, although with nothing formal in writing at that stage, from the acting medical officer of health that although there was going to be testing by the ministry, it would not be testing of all the wells but simply random testing of some of the wells.

The minister, having been around in the Legislature during a period when we had all kinds of questions over years and years around a number of water table problems around this province, will know that ground water is neither regular nor predictable in terms of its behaviour.

The concern here is the number of septic systems in that community which at some point may impinge on the ground water quality because of the inability of that water table to recharge, because of concentrations that are ending up in the same place.

What the community would like to see and what the regional council has requested is a testing of all the wells in Mill Grove, first to determine whether there is a problem, and then if a problem is identified somewhere presumably to either monitor that problem and determine its extent or to start working with the regional municipality to come to some conclusion such as the possibility of a community well, or the alternative, which is community septic, I suppose. At any rate, I think it is a legitimate concern on the part of the community that all the wells be tested. I do not think anybody has the upfront wisdom to be sure where a problem may occur in that community. If there is one, I think we would like to find one.

I would first like the minister's response or staff response, if you have one at this point, and if not, perhaps just his comments on what I have laid out for you.

Hon Mr Bradley: The problem you identify is indeed a problem. That again is where we get criticized sometimes for being too restrictive in that we tend on occasion to be negative to further development in a specific area, or development in a specific area, because we can foresee some problems down the line. Municipalities that are eager to develop and believe they want to grow and say they need this kind of development are not particularly happy with the Ministry of the Environment when we do that.

When we have these kinds of problems brought to our attention as a ministry, we recognize there are two problems. In some cases, it is a matter of people simply not wanting anyone else in their neighbourhood. They have a nice neighbourhood now and why have anyone else crowd the neighbourhood out? That is more in northern lakes and so on where people will say, "You can't allow this new subdivision"—or in the midnorth, let's say, rather than the far north. They will say, "We have our cottage there and if you allow another development, it's going to allow more people to potentially pollute the water." Sometimes the basis of it is, "We've got some privacy here and wouldn't it be nice," but I think there are many people who have a genuine concern about the water quality itself.

The instance you bring to my attention—I know Paul Kidd, who lives in the area on Cuminsville

Drive brought this to my attention and I think you quoted some of his concerns, as well as the other people. I replied to him to the effect that we felt that as a ministry—I was informed by the ministry that his initial concerns dealt with my ministry's involvement in satisfying, as you have described it, the 1980 draft conditions of approval for this subdivision.

My ministry was specifically requested to address conditions that we referred to as Q and U in that particular agreement, dealing with the availability of potable water for the Duncan Farm Estate subdivision. This requirement was satisfied by a technical review carried out by the regional chief of water resources assessment in his memorandum to the district officer on 6 February 1981 and a subsequent letter of 12 February 1981 sent by the district officer to the director of development for the regional municipality of Hamilton-Wentworth.

In dealing with this, I went on to say that although the ministry was not requested to address additional conditions, it was the opinion of the ministry and my regional ground water staff that condition K dealing with the potential impacts of septic systems on the ground water resources would have been satisfied in 1980 by the information contained in the Morrison Beatty soil suitability study that was forwarded to Mr Vogt of the ministry.

There was the information you raised in the House, and Mr Kidd brought further information on 10 July of this year. He made a submission to the planning and development committee of the town of Flamborough and that was reviewed by my regional staff. Subsequent to that, it was the opinion of the regional technical support staff that the quality of the ground water resources in Mill Grove would be adequately protected by the thickness and type of overburden in the area.

However—this is where I think the new information is useful and you made reference to this in your question in the House—in view of the inconsistencies between the current development in Mill Grove and that which was recommended in the 1986 settlement compatibility study for Mill Grove, I agreed with Mr Kidd at that time that a well survey should be carried out in Mill Grove to address the local concerns dealing with ground water quality. I instructed my regional staff to carry out such a survey in co-operation with the regional health unit.

I remember when you were the critic in the field of the environment as well, you raised some of these ground water problems and we recognize the potential for ground water degradation when

subdivisions are developed with private services on small lots in certain hydrogeologic settings. To further address this general matter of subdivision impacts on ground water, my ministry has funded and is currently funding various projects through its research advisory committee.

I think that kind of investment is worth while. I know we do it with the University of Waterloo, the University of Toronto, Queen's University, Brock University and a number others. We have funded this kind of research to determine exactly what the problem is, so we do not deal specifically with this.

In terms of the question you asked me about the terms of reference on well testing, they are now being prepared for the well survey itself. It will test for nitrate levels and bacteriological parameters as well as chlorides and other standard water chemistry parameters. The local health unit will also be consulted regarding the terms of reference, a consultant will be hired and a survey should be completed by the end of this particular year. I think it is this year; I will assume it is this year.

The consultant will determine which wells will be included in the survey. The best professional judgement will be made. In fact, the consultant is going to recommend those wells to us. The consultant is aware of the question you asked in the House and will be aware through this transcript and from what I will pass on to the consultant of the concerns you and others have expressed about the number of wells that should be tested, but the consultant will make that judgement on a professional basis. The consultant may well say every well should be tested, or may say, "These are the ones we think we should test if we want to get a good cross-section." I think your concern would be that there would be too few wells and that it would not give a true picture, so we will attempt to address that.

Mr Charlton: Do you know who the consultant is?

Hon Mr Bradley: I do not know offhand who the consultant is, but I can find that information out for you. I know there are people writing down that note at the present time.

Mr Charlton: Perhaps I could make one additional suggestion. I have not been as close to this case as I would have liked to have been in terms of the full length of discussions that have gone on. I am unfortunately one of those who have been involved at the latter stages of it. I think it would be useful when the consultant has completed preparations, in terms of the terms of reference for the well survey, if perhaps there

were a community meeting where the terms were put to the people involved and they could respond to the consultant's conclusions about how the study should be done.

Their responses and comments may be more helpful to the consultant than any comments I could make. They are certainly more familiar with the area than either of us is. As you said, I think in answer to a question earlier today, that kind of local input is sometimes extremely helpful in terms of pointing out things the rest of us are not always aware of.

I think that would be a very useful thing for you to consider in that process, a public information session where, once the terms of reference are set, they are explained to the public and the public has a chance to comment on them to the consultant and your staff.

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Hon Mr Bradley: We will ensure the consultant is aware of the intervention you have made and of that suggestion so that the consultant can take that into consideration. In a general sense that is right. I think you and I agree on this, that there are two advantages in the local people being directly involved. One is that they tend to know the area far better than anyone else, and second, they are the ones who have live with the consequences, with whatever happens in the area.

They are the people who deserve to be consulted. Sometimes the decision is not going to be in favour of what many of the people would like, but I think they appreciate the opportunity to have that kind of input. We will certainly make sure that the consultant, and certainly our Hamilton district staff, are aware of the information you have brought to our attention today, and I thank you for raising it both in the House and here. As I mentioned to Mr Neumann, that is the benefit of the system, having those matters raised that might not otherwise get the kind of priority and profile they deserve.

Mr Villeneuve: I have here an amendment to regulations, Minister, which I believe involves the Ministry of Consumer and Commercial Relations; however, it is very much an environmental situation. We have emission problems here in the greater Toronto area. This amendment is dated 2 February 1989 and was filed 7 February 1989, "Automotive gasoline shall not have an oxygen content greater than 0.5 per cent mass." Why would a regulation like that be put forth when it is going directly in the opposite direction of where many of the colder climate cities in the United States—high altitude cities

tend to be the same—require 1.5 per cent to two per cent oxygen content in their fuel for clean burning?

Hon Mr Bradley: I cannot speak for the Ministry of Consumer and Commercial Relations. I did undertake, I think on a question from you, to discuss it with whatever ministry was involved including the Ministry of Agriculture and Food and the Ministry of Energy. In fact, the Ministry of Consumer and Commercial Relations, as you point out, is one to look at.

It gets back to the point of the motivation for some doing it south of the border. In fact, the brakes are put on in some situations. Let me use a comparison. A lot of people immediately embraced biodegradability. They said that was the best thing since sliced bread. People started to look carefully, and as a person who is concerned about the environment, I looked early and asked, does this offer some good hope? Environmental groups and others carefully analysed it and have certainly been lukewarm at very best and in some cases outright opposed. The same thing is happening with alternative fuels that can produce the effect you are talking about.

You asked a question in the House of the Minister of Agriculture and Food today, whose views likely would be sympathetic to seeing that farmers would be able to produce things that would be more environmentally benign in terms of fuel for cars.

Dr James MacKenzie is a senior associate with the World Resources Institute. I think I made reference to him once and I could not remember his name, but I attended, along with the Premier, the New England governors and eastern premiers meeting in Montebello, Quebec, this year. It was in Rhode Island last year. One of the issues they dealt with was the whole issue of air pollution.

They talked about acid rain to a certain extent and some people were probing, and I forget whether I was the one but somebody was probing with Dr MacKenzie, who is considered to be a real expert in this field: "What about alternative fuels? What do you think of that?" He said a lot of the initial opinion was that it is good stuff and we should move to it. He did not dismiss it out of hand, but he said we still have to look at it further.

He pointed out that when you looked at the total environmental balance, a lot of people were coming to the conclusion, and certainly environment groups have come to this conclusion—you would expect that they would be the ones pushing this. They have been very cautious about it because they look at what it takes to produce

those fuels, the pesticides and herbicides you must use to ensure you have a good farm crop—a good corn crop, if you take corn for instance—the energy it requires to actually produce that, the transportation of that product somewhere else. He said you have to look at the total balance and make a decision. A lot of the early opinion, which was in favour of switching to gasohol, whether it is ethanol or methanol—methanol is the—

Mr Villeneuve: A combination.

Hon Mr Bradley: Yes, or the combination. A lot of that early opinion is beginning to turn around. Some of the states did it, quite obviously, to please their farmers—it pleased farmers in the United States—and thought they were doing the right thing. At the same time they thought they were benefiting the environment.

I just caution on that. I think we have to explore it further. It is important that the Ministry of Energy explore it further. It will have the support of the Ministry of Agriculture and Food and the support of the Ministry of the Environment in exploring it further. Nationally, because we like to do as many things as possible nationally, we will be urging, and continuing to urge, the federal government through its Ministry of Energy, Mines and Resources, Environment Canada and so on to look at those possibilities.

I do not think it should be discounted, but I simply want to caution that when people move to those regulations, sometimes—not always, but sometimes—they are doing something that ultimately is worse for the environment than they thought it was. But I think it is worthy of pursuing and I appreciated your interest in the House in it.

Mr Villeneuve: The octane enhancer that is being used now in Canada is totally banned in the United States because it is carcinogenic. We do have oxygenated fuels that will burn clean. Carbon monoxide is a problem when in cold weather the fuel does not get burned completely, whereas with oxygen added—I am very concerned about it limiting to 0.5 the oxygen in fuel. We are going in the exact opposite direction to where the Americans are going. Do we know something they do not or vice versa? Let's put it on the table.

Hon Mr Bradley: That is possible. I think you are right when you say, "Let's put it on the table." Our officials—the Ministry of Agriculture and Food, the Ministry of Energy, the Ministry of Consumer and Commercial Relations and the Ministry of the Environment—will engage in

consultation with the federal government to see what it comes up with. They will be looking at it from their points of view as well. I think it is worth pursuing to determine whether in fact the Americans are heading in the dead wrong direction or are moving in the right direction and we should go in that direction. I think that is worthy of pursuing and I want to give you an undertaking that our officials will pursue that with federal officials.

Mr Villeneuve: The city of Denver has reduced its carbon monoxide in the atmosphere very considerably by using oxygenated fuels within an 80-mile radius of the city, as an example.

Hon Mr Bradley: I think it is worth pursuing. I saw a note that came to me—you asked the question once and I assumed you might follow up on it in the House—that talked about our carbon monoxide problems compared to some other communities in the US and how they are different, but I do not want to get into the detail of that. It is no use saying, "Well, it's not a problem here," so you do not do anything about it. I think that if it is a problem anywhere, we should try to find the best solutions to the overall problem.

Here is the interesting thing, for instance, in dealing with the California standards. The reason we said we are going to the proposed California standards is that the existing California standards on two of the three major contaminants are much better and on the third were not better than our standards. You pretty well had to buy the whole package for the production of cars.

We would like to do the same here. We want to look at the total package, at what in total is going to benefit the air most. If you drastically reduce in one area, are there some other problems in another area? That is why I think your wanting all of us in Canada to pursue it, including our ministries in the provincial government, is worthy of consideration.

I want to assure you we are going to do that because all of us are collectively looking for that. If it can benefit other sectors of the economy economically, great stuff. I do not think it should be dismissed out of hand, as some people apparently want to do now. I think it is worthy of pursuing further and I want to give you the undertaking that I will work with my colleagues to see that it is pursued further. I thank you for raising it.

Mr Villeneuve: The final issue I want to raise—I know my colleague in the chair here has a couple of questions—is that your staff is very helpful and what have you at the Kingston

regional office; however, you are short-staffed there severely. I have a number of constituents, particularly one who is in a large restaurant business and retail petroleum having to pump out an existing system on a daily basis for six months awaiting an approval from your Kingston office.

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The ground water hydrogeological monitoring staff do a great job, but they need more assistance because we are just having to wait from six to seven months right now for an approval. I think that is a long time, particularly when on 1 December you cannot go into the ground and install any systems. I know today there was a question about the number of square feet of additional office space in the city of Toronto. Well, this is not the city of Toronto and it is in an area where economically, we do need the stimulus. We already have it, but we are finding people are really, really anxious and to some degree very frustrated when a long wait such as this happens. Even after having proven health hazards, it is still a problem.

Hon Mr Bradley: You raise a legitimate concern that I have and I think the government has. This is one of the reasons that the government has been looking at ways of being more efficient in its approvals process. Some people have mixed that up with the environmental assessment process. These are two different things. You are talking about an approvals process, and I certainly understand that.

We want to ensure that everything is covered carefully, that there is a good assessment of it and you are not advocating that we cut back on that. I think the committee should know that. What you are advocating is that we have sufficient staff to do it and I would be happy to bring that message to the Treasurer (Mr R. F. Nixon) and the Chairman of the Management Board of Cabinet (Mr Elston). I will show them the Hansard—

Mr Villeneuve: With my compliments.

Hon Mr Bradley: —with your compliments, because I have had similar concerns expressed by all the members. I see Mr Cleary here, who has expressed the same concerns, Mr Haggerty, who is concerned about the Welland office, and certainly the member for Kingston and The Islands, Mr Keyes, has expressed concerns about the Kingston office. All of us have concerns, and we balance that against the growth in government.

You know, your party some days justifiably talks about the growth of government and staff but every time we add staff, one of your

colleagues—you do not do it; I know that—who has a specialty in the field of government efficiency and so gets up and lists: “Well, you now have this many civil servants. Why are you spending this much money?” I think it is because of the kind of needs that you see in eastern Ontario, in your part of the province, that that is justified. In the long run it is going to produce more economic activity which will be beneficial to the taxpayer and may even have the effect, with more people paying taxes, of lowering them. So I appreciate you drawing those concerns to my attention, as others have, and I will provide lots of copies of the Hansard of this to the appropriate ministers, who will agree with you and me that we would all love to have more staff.

The Chair: Maybe the committee would permit me to raise a point with you quickly from this chair.

Miss Roberts: Agreed.

The Chair: I have raised this issue with you before, Minister, and it is exactly the same one as my colleague Mr Villeneuve just raised. You have a policy of first in, first out, and nobody can argue with that, but the time in between is what bothers us.

In particular, my riding of Simcoe West is part of an area of the province which has seen, I think, probably more extreme growth than some other parts of the province, be that wise or otherwise. There is an indication that staff is exactly the same as it was when development was not at its present level. So I am just suggesting to you that even though I for one may talk about the fact that you have 7,000 more civil servants than I worked seven years to get down by 8,000—

Mr Cleary: Come on now.

The Chair: That is factual, Mr Cleary. I probably do not want you to go above 87,000, but I might argue a little bit about where those 87,000 are placed. So, Minister, if you could do anything about the level of staff that is necessary to be a little more prompt with development of whatever kind of approvals in that area, whatever office serves the area of Simcoe West, I would very much appreciate it and I would be glad to go to any meeting you are having with the Treasurer or the Chairman of Management Board to try and persuade them that you have got a perfectly logical case.

If the thrust of government is affordable housing, that is a good thrust, but we cannot get affordable housing until we get those approvals. The houses that they want to build in my riding

probably do not come under the affordable heading, but if we build some in that area, then we will get some affordable housing in the towns where the approvals are already there.

Minister, it has been nice doing business with you.

Hon Mr Bradley: I must say I appreciate your kind support of this. What I think is significant coming from this committee, because there are some people who have other ideas, is that nobody is asking for lessening the amount of scrutiny. What they are asking for is a speedup by providing additional staff to be able to do that, which certainly fits in with my thinking on this particular matter, that you do not solve the problem by just not looking at the potential problems under close scrutiny. You solve the problem by providing the staff to be able to process it.

As I indicated a minute ago and as you have seen in your area, there can be economic benefits which come back in the form of taxes, if governments want to look at it in terms of taxes, to local municipalities and to the provincial and federal governments. I know it would be music to the ears of the people in the Barrie office and the Kingston office to hear this particular debate today. I have been to the Kingston office fairly recently, when Mr Guscott was the regional director, and I talked to a lot of the people about that particular concern that they have. They would like to process things faster.

We can make some administrative changes, and we will, and that will clear up a bit of the problem. I do not want to think that administrative changes, in terms of what we look at and what we do not, are going to solve the problem. We can help out a bit with that. It may be that we do not have to inspect the garbage trucks any more; the local municipality can do that. They have got an engineer who can look at them. There are some minor things that local municipalities, frankly, can do just as easily as we can. But where we have an objective Ministry of the Environment looking at the major things—we are often viewed as an ogre but at least we are objective—and we have competent scientific and technical staff to do this, I certainly take your advice that indeed it would be advantageous to have more staff at the regional offices. The face of the assistant deputy minister in charge, Julian Reid, has just lit up over there as she hears that.

I certainly will be delighted to bring this to their attention, because I think this is a solution.

Interjection.

Hon Mr Bradley: What is that?

Mr Haggerty: I just wanted to see if I could get a supplementary.

The Chair: No.

Mr Haggerty: I may find a solution to your problems.

The Chair: Now, Minister, you will not want to leave until you see whether these are all going to pass or not.

Hon Mr Bradley: Oh, yes. Do we have enough members here?

Votes 1501 to 1504, inclusive, agreed to.

The Chair: You are free for another term, whatever that term may be.

Hon Mr Bradley: Mr Chairman, before I conclude here, I want to thank you for the excellent way in which you have conducted this and for your impartiality. I want to thank the staff of the committee for being extremely helpful. I want to thank the members of the committee for their questions which, I think, have been very helpful to me. The probing is a very good exercise for the democratic process.

I want to thank the staff of the Ministry of the Environment, both the staff who have been here consistently and those who, although they do not appear here, provided the additional information. It is a good process. My colleagues in the cabinet are delighted that this is the end of estimates and that I was responsible for so many of the hours as a result of a request made to us, and I am happy to carry that burden for them as long as they listen to the last part of the estimates.

ESTIMATES, OFFICE FOR DISABLED PERSONS

The Chair: We were to consider the estimates of the Office for Disabled Persons. We do not have any time for that.

Vote 1201 agreed to.

ESTIMATES, OFFICE FOR SENIOR CITIZENS' AFFAIRS

The Chair: We were also to consider the Office for Senior Citizens' Affairs and we do not have any time for that either.

Vote 3301 agreed to.

The Chair: Committee members, we want to give each party an opportunity to talk about procedure. As you know, consideration of estimates is over now until we get a new budget and a new set of estimates, but we may want to go to Switzerland in the interval or we may want to go to Fort Erie or wherever. So by agreement, we

will meet next Wednesday at 3:30 pm—that is the prescribed time, I think, for us—to consider those items in camera, wherever we are designated to be. Thank you, everybody, for your kind attention.

The committee adjourned at 1741.

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STANDING COMMITTEE ON ESTIMATES

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Keyes, Kenneth A. (Kingston and The Islands L) for Mr Matrundola

Marland, Margaret (Mississauga South PC) for Mr Eves

Clerk: Brown, Harold

Witnesses:

From the Ministry of the Environment:

Bradley, Hon James J., Minister of the Environment (St. Catharines L)

Guscott, David, Director, Central Region, Operations Division

McIntyre, C. E., Executive Director, Approvals and Engineering Division

Posen, Gary, Deputy Minister

Bishop, Jim, Director, Water Resources Branch

Adams, Peter, Parliamentary Assistant to the Minister of the Environment (Peterborough L)

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